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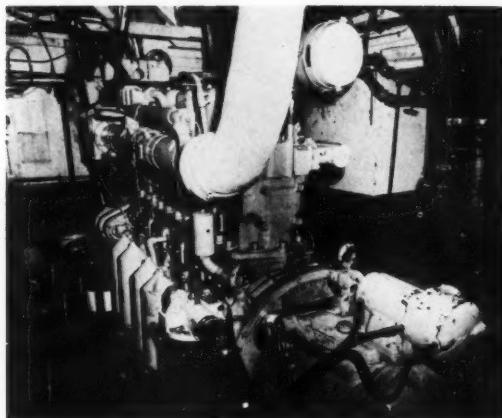
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Her new Waukesha Diesel is a Model LRDBCM engine, rated 335 hp. at 1200 rpm. Fitted with Snow-Nabstedt #3774, 3:1 reduction gear and American Bosch Hydrotor starting system. Swings new 54 x 40, 4-blade Federal propeller.

The engine was furnished by Hathaway Machinery Co., Inc. and installed by Sample Shipyard, Boothbay Harbor, Me.

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The Lookout

Tuna Industry Important Factor in Boat Congress

The tuna fishing industry will again come under close review when the Second World Fishing Boat Congress convenes this month in Rome, Italy, with some especially interesting papers from Japan dealing with the long line method expected. Some sources agree that it is even possible that the results achieved by the Japanese may influence the American tuna fishing industry to adopt the long line.

At the First Congress in 1953, for which Jan Olaf Traung of Sweden was largely responsible, a great many papers were presented dealing with the American tuna industry. The interest in tuna fishing arose from the growing importance of the tuna as well as from design and construction, and fishing methods. The world catch in 1938 was 840,000 tons. After the Second World War the catch rebounded to 900,000 tons, and in 1957 it was up to 1,800,000 tons.

Tuna, for centuries, has been a commercial fish in the Mediterranean, but in recent years supplies have not been enough to meet the demand. Therefore, imports, of canned tuna particularly from Japan, have increased rapidly. The demand for more fish has led European countries to develop their tuna industries. The French have built up a flourishing industry in the South Atlantic based on Dakar, West Africa. Since the 1953 Congress, and as a result of the American papers, they have changed from trolling to live bait, poles, and lines.

As a result of the success of the American tuna clippers and the French adaptation of the method, a new Italian-Spanish combine is about to buy its first tuna boat from the United States. It is one of the indirect benefits of the 1953 Congress.

Since the 1953 meeting, there have been many interesting developments in the design and construction of fishing boats, based on research and experience. For instance, the work being done has shown that changes in hull design can cut fuel costs by 35 percent at normal operating speeds in calm water conditions. The changes can even save more fuel under rough seas conditions.

This, and other developments, led to demands for a second Fishing Boat Congress, which is scheduled for this month, and is to be attended by more than 300 experts from various parts of the world including teams from the United States and Canada.

NATIONAL FISHERMAN

The Fishing Industry Magazine

Vol. 40 No. 3

April 1959

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GARDNER LAMSON
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Publication Office: National Fisherman, Goffstown, N. H.—Hyacinth 7-4821
Formerly Atlantic Fisherman, Established 1919. Published monthly by Atlantic Fisherman, Inc.



Member: National Business Publications and
Business Publications Audit of Circulation



Pacific Representative: Murray Bothwell, 234 E. Colorado St., Pasadena 1, Cal.—Ryan 1-9155

Accepted as Controlled Circulation Publication at Manchester, N. H.

Yearly subscription rates: United States, \$4; Foreign, \$6. Single copies, 50¢



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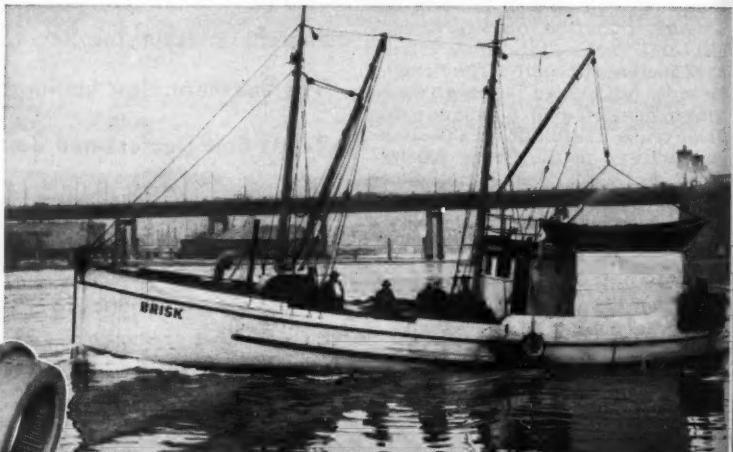
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► Atomic Energy In Fisheries

Atomic energy, particularly through the use of radioisotopes and radiation in research, will play an increasingly important part in the development of world fishery resources, states the chief of the Atomic Energy Branch of the Food and Agriculture Organization, Rome, Italy.

While about three-quarters of the world's surface is covered by water, it provides less than 2 percent of the world's food supply, but this 2 percent represents about 10 percent of the animal protein consumed.

World fish production can be increased by extension and intensification of current fishing operations, by improved management of those operations, and by advantageous changes in the fisheries resources themselves.

Such a program calls for the comprehensive investigation of the resources and in such, research, radioisotopes can be of particular help in measuring the basic production of water areas, in following the passage of nutrient material through the successive links of food chains of fish, etc.

It is also pointed out that the application of nuclear derived power could be of considerable significance to the industry, particularly for use in mother and factory vessels. Present power plants in fishing boats including fuel tanks, occupy about 40 percent of the available space.

Small nuclear propulsion plants could radically change the situation. The size of the vessel could be decreased, or its speed increased, or the fish hold space could be enlarged for the same sized hull.

► Inspected Sticks Profit

Production of fish sticks by firms having contracts for the Bureau of Commercial Fisheries continuous inspection have shown a larger gain than those not using the service, according to information released by the Bureau. A study was made of 34 firms that operated in each of the past four years. Six of the firms contracted for continuous service in 1957 and 1958.

Further examination of figures shows that only 50 percent of non-inspected plants increased production in 1957 compared with 87 percent of those under inspection. In 1958, 68 percent of uninspected firms showed an increase while all inspected outfits showed gains in production.

It is felt that the combination of progressive sales forces, consistent high-quality products, increased consumer confidence, and unbiased inspection service accounts for the significant gains for those plants under U. S. Department of Interior inspection.

FISHERY PROGRESS

► Shrimp Leads Fish Values

U. S. commercial fishermen landed a record \$380-million catch last year and shrimp again lead as the most valuable species. Trawlers in 1958 pulled up 212 million pounds of shrimp worth \$74,500,000—more than the yield from salmon and tuna the next most valuable fish.

Missing from the 1958 haul were Royal Red shrimp which enjoyed a flurry of popularity in 1957, as the cost of taking them from 1000 to 2000 feet makes netting uneconomical.

► Appropriations

The House passed and sent to the Senate a bill making appropriations for the Department of the Interior including the Fish and Wildlife Service. The bill provides \$26,546,000 for the F & WS, an increase of \$3,227,750 over the current year but \$2,598,000 under the budget request.

It also provides \$9,498,000 for the Bureau of Commercial Fisheries, an increase of \$2,872,000 over current appropriations, although \$1,673,200 under the requested amount.

► Cod and Ocean Drift Studies

The story of cods and currents is being sought with drift bottles. The cod is one of the few fish which spawn at the surface of the ocean, placing the eggs at the mercy of wind, waves, and weather. Soon after the eggs hatch, the cod head for the bottom.

As far as is known now, the young cod can find bottom down to 600 feet. If the bottom is deeper than that, the fish can not make it and die. This makes the Continental shelf an important place in the life cycle of the cod.

While the cod is popularly associated with New England, it does spawn as far south as the Chesapeake Bay and Chincoteague, Va. area. There is considerable spawning off the coast of New Jersey. It is a winter spawner and since it spawns on the surface of the sea, the ocean drifts and currents in late winter are an important factor.

The problem of the Bureau of Commercial Fisheries is to determine whether the ocean drift in the cod spawning area during the spawning time is such that the young fish are taken to deep water, depriving them of the haven of the Continental Shelf. If this natural action of ocean currents can be plotted successfully, the fishery biologist by knowing the drift and the condition of the spawn can predict what portion of a year's production will be able to drop on the Continental Shelf and survive.

In making the attempt to relate

ocean drift with cod spawn, the Bureau of Commercial Fisheries called on the Navy. The Navy's task was to drop 1000 drift bottles into the Atlantic from blimps. Each bottle contains the necessary instructions for reporting the finding.

► Raft Oyster Report

The first phase of the project of raft culture of oysters in Oyster River, Chatham, Mass. by the Bureau of Commercial Fisheries has been completed. In November 1958 25-30 bushels of raft grown oysters averaging 2 1/4" were planted on the bottom. The majority of the oysters were from a 1957 set caught in Mill Creek, a tidal estuary of Chatham and should be large enough for market by fall.

Several strings of 1956 Wareham oysters grown on rafts were planted also on the bottom. They were only a few millimeters larger than those grown from the other set. The shell growth rate of oysters suspended from rafts slows down so that in the second year it suspension is not profitable.

In 1958 there was a 17 percent mortality among the Wareham oysters suspended since 1956. Over half was due to falling from the strings. There was a 90 percent mortality among the same set planted on the bottom.

► Salt Migration Key

How salty a salmon is may be an important influence on its migratory habits, researchers in Ottawa, Canada report. Apparently there is an adjustment in the sodium and potassium content of salmon flesh, when the fish migrate from sea to fresh water or from fresh to sea water.

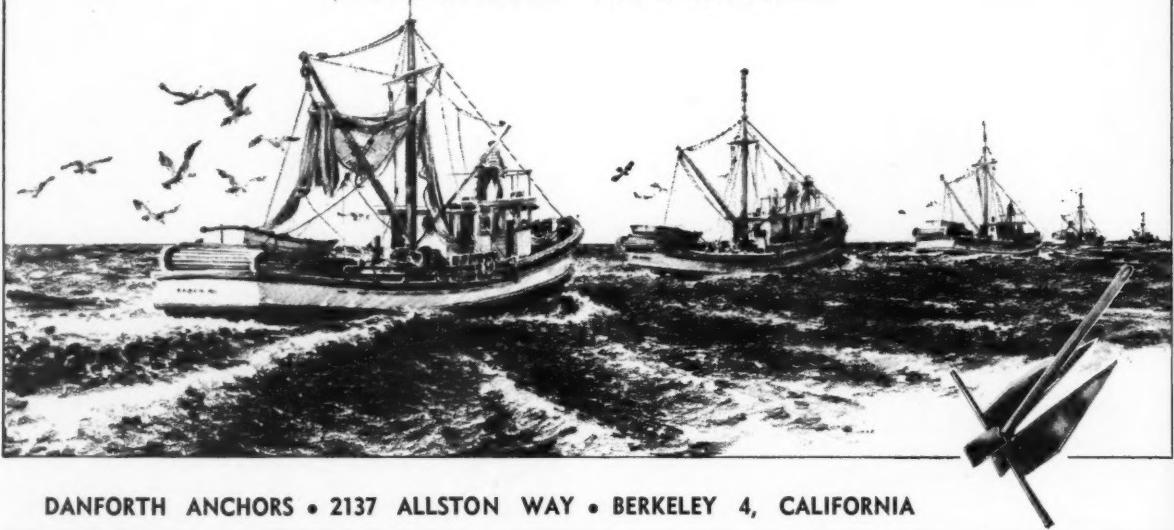
The season of the year, age, sex, species, and possibly some hormone interrelations seem to determine the concentrations of the salts, the report states. Coho salmon caught at the river mouth along their spawning migration route had a lower sodium level than fish at sea. Further up the river, the level dropped to less than one-half. Potassium levels were higher than in mature fish caught at sea.

There was some difference noted with sockeye. While heading up river the test results were the same as for coho. But once the sockeye had entered fresh water, the ion concentration for the salts was restored to the levels maintained at sea. "It may be significant in this connection," the scientists pointed out, "that sockeye can, if necessary, spend all their life in fresh water, while coho must migrate to the sea to survive."

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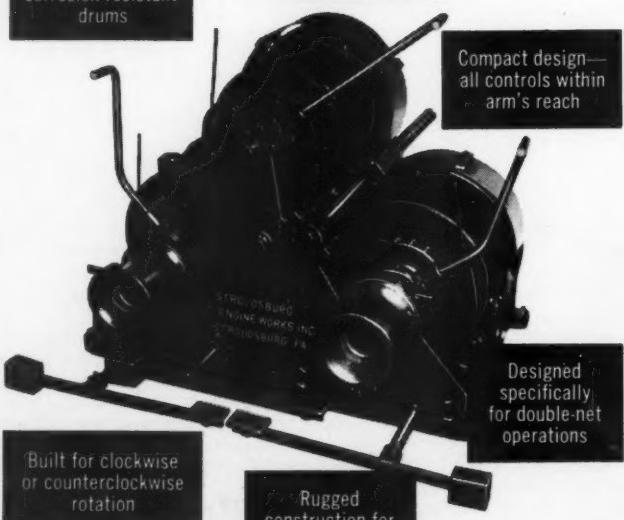
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APRIL

Comments and Recommendations concerning

Gulf of Mexico Shrimp Management

The annual Spring meeting of the Gulf States Marine Fisheries Commission was held March 19 and 20 at the Monteleone Hotel, New Orleans, La. Featured was a panel discussion of the biological aspects of Gulf shrimp from the Rio Grande river to St. Marks, Fla. The group reported on the results of a special January Technical Committee meeting which convened to review the state of the shrimp industry and to make recommendations for its management. Participating were Albert Collier, Texas A&M College Laboratory, Galveston; Gordon Gunter, Gulf Coast Research Laboratory, Ocean Springs, Miss.; Robert Ingle of the Florida State Board of Conservation, Tallahassee; and Percy Viosca, Jr., Louisiana Wildlife and Fisheries Commission. The discussion was lead by James N. McConnell, Louisiana Wildlife and Fisheries Commission.

Ideally, recommendations such as those presented at the Gulf States Marine Fisheries Commission meeting should be derived from a complete scientific knowledge of the organisms concerned. This ideal may never be attained and in the meantime, demand for shrimp and encroachment of industrial civilization upon coastal environment constitute increasing threats to the stability of this resource. Therefore the best thinking should be in terms of existing knowledge. In the past several years production of brown shrimp in the area from the Rio Grande River to St. Marks, Florida, has exceeded that of other species. There are sufficient differences in the biology of the white shrimp and the brown shrimp to require that they be treated separately rather than collectively.

Strictly speaking, a conservation measure should be written purely in terms of the known biology of the species concerned, but this is rarely feasible because of the changes of enforcement in the field and considerations of impracticability where different economic and social strata are involved. These items are outside the purview of the biologist.

Recommendations such as those presented at the meeting should come as a proper synthesis of ideas originating in the minds of the fishery biologist, the fishery industrialist, and the fishery administrator. The committee did its best to recognize all the needs of the fishery, but because of its reluctance to assume knowledge of law enforcement limitations, the needs of industry, and the sociological makeup of the industry population, the results given here lean strongly on purely biological premises.

Life History of the Shrimp

In Louisiana, Mississippi, and Alabama the young appear in abundance on the inside fishing grounds by mid-June; in Texas and west Florida by mid-July. In the nursery areas, during the summer, the young shrimp as individuals grow very rapidly, generally increasing their weight more than four times each month. The larger shrimp eventually find their way to the spawning grounds in offshore waters of higher salinity.

As winter approaches, the larger shrimp move from nursery grounds to offshore waters, leaving the smaller shrimp in the nursery areas, where growth is retarded by lower temperatures. With the advent of spring and the warming of the waters, the small shrimp which wintered over in the nursery areas resume a very rapid rate of growth, and consequently they move to the offshore water where spawning takes place. At their first spawning period, these shrimp are approximately one year old.

Although research on the brown shrimp has not yet produced information comparable to that available for

the white species, studies show that spawning definitely precedes that of the white shrimp, usually by two to three months, and it occurs farther offshore. As far as is known, growth rates approximate those of the white shrimp.

Brown shrimp leave the nursery grounds at a smaller size than the white shrimp. This migration takes place sometime during the period May through September, the time varying somewhat according to locality. The adults are active at night, apparently burying themselves during the day. The smaller sizes found in the nursery areas do not seem to be as strongly nocturnal.

Recommendations for Seasons, Size, and Gear

The unexpected and unexplained drop in white shrimp production gives reason to pause about the idea that the size of spawning stock is not related to the resulting crop and requires no protection. Since there is little information on which to establish the need for regulations to protect the spawning stock, to say nothing of formulating them, the recommendations made at the meeting are based upon the assumption that it is advantageous to protect the small shrimp.

The first closed season for nursery areas of white shrimp should be, for the area east of the Louisiana-Texas boundary, to and including St. Marks, Florida, from July 1 to August 31 (both dates inclusive). The closed season for the nursery areas of Texas should be from July 15 to September 15 (both dates inclusive). The second closed season for the nursery areas in all states should be from November 1 of one year to March 31 (both dates inclusive) of the following year.

The first closing is suggested to protect the small shrimp during the period of their most rapid growth. The different season suggested for Texas waters results from the fact pointed out above that there the young shrimp appear later in the nursery areas. The second is for the purpose of protecting the small shrimp that are wintering over in the nursery areas, which produce the spring run.

When the migrations of young brown shrimp in all of the Gulf states are considered as a whole, a universal closed season for conserving the young would be from March 1 through April 30 (both dates inclusive). On going from state to state the opening date could be delayed a month or more as required.

The offshore waters should remain open to white shrimp fishing in all states throughout the entire year. Generally, small individuals do not predominate in the shrimp population in offshore waters.

In recent years there have been cases of excessive catches of unduly small brown shrimp by trawlers operating in offshore waters. At this time it is recommended and those now in effect should be abolished, and its consequences be carefully studied by those concerned.

No size limits for white and brown shrimp are recommended and those now in effect should be abolished. When a size limit is imposed the basic purpose of the regulation is defeated by culling. Shrimp smaller than the legal size which have been killed in the fishing operation are discarded. The recommended closed seasons, if strictly enforced, should provide adequate controls. While of no biological significance, it is a fact that size limits are difficult to enforce, which further detracts from their usefulness.

Night fishing of white and brown shrimp should be permitted in all waters during the open seasons.

For both white and brown shrimp no limitations are suggested on size of trawls, as there is no evidence that trawling is harmful or beneficial to the bottoms. The



86' combination dragger-carrier "Kennebec" of Portland, Me., being used for mid-water trawling. She has a new 335 hp. Waukesha Diesel, furnished by Hathaway Machinery Co. Inc.



Aboard "Kennebec", owned by Maine Marine Products, Inc., Portland, Me., left to right: Capt. W. E. Tuttle, skipper; Warren Young, in charge of boats; Stanley Letson, president of firm.

(Continued from preceding page)

criticism that large trawls take an undue quantity of shrimp from the inside waters is not sound since it makes no difference to the shrimp population whether or not the shrimp are caught by a large or a small trawl. Competition between units of the fleet is an economic rather than a biological problem. The recommended closed seasons properly enforced should suffice for adequate control.

The size of mesh used in a trawl controls to a marked degree the size of shrimp caught. Where enforcement is feasible, mesh regulations are useful. The data available shows that no significant quantities of important commercial or sport fishes are taken in shrimp trawling operations. In order to permit the escape of the small numbers of important fish which are caught, it would be necessary to increase the size of the mesh to an extent which would seriously decrease the ability of the trawl to catch shrimp. Since the value of shrimp caught by trawling operations is so vastly greater than the value of the fish incidentally caught, to curtail shrimping in order to prevent the capture of these fish would be unjustified.

"Kennebec" Perfects Use of Mid-Water Trawl in Maine

Successful operation of a mid-water trawl is reported by Capt. W. E. Tuttle, skipper of the Portland, Maine 86-foot Kennebec. A combination dragger-carrier, she is owned by Maine Marine Products, Inc., which has conducted extensive research in fishery by-product production and utilization.

Following four years of experimental use, the new type trawl now is ready to be placed in regular operation. Capt. Tuttle, who has made a scientific study of mid-water fishing, has perfected a type of gear which he feels will open new sources of fish. Tests have been made with a large variety of trawl accessories, under numerous types of operating conditions.

The mid-water trawl on the Kennebec is a square Nylon filament net, 67 ft. deep, assembled by the Company. It has 5" mesh on the mouth; 4", 3½" and 3" meshes respectively on the next three sections and a 1½" cod-end. The operating depth of the net is regulated by a wooden hydroplane on each top leg for buoyancy and a steel suppressor on each bottom leg for weighting.

The hydroplane is made from 3" stock, 23" x 24", tapered on each end, to which is attached an upright ¼" triangular metal plate 9 x 24 x 23. The plate has an eye bolt in the top, 6½" from the forward end, to which is fastened a 10" Phillips aluminum trawl plane can. The suppressor is made of ¼" metal, having 22" x 15" base and 12" x 4" tapered fin, with ring on each end to hook on bottom leg of net.

The head rope of the net has 12 to 18 aluminum floats 10" in diameter, and the foot rope carries 64 pounds of weights. Conventional type, 6-foot, 450-pound trawl doors are used with the mid-water net, which has two 30-fathom legs on the bottom, and 30 fm., 5 ft. top legs.

Tuttle says that the speed of the boat is the most important factor in mid-water fishing. The Kennebec tows at 4 knots and hauls back wide open. The net is towed directly over the stern from gallows frames on either side aft, using ½" main towing wire and ¾" wire on the legs.

The boat will fish for large herring, 8 to 12" long, for reduction into meal and oil, getting them in 20 to 35 fathoms, 2 to 3 miles off shore. An important consideration in this type of fishing is to tow with as little noise as possible, since herring are a nervous fish. A 5-man crew, plus the Captain, is used for mid-water trawling, and the vessel carries over 1800 bushels of herring.

The Kennebec has just been repowered with a Model LRDBCM Waukesha Diesel, sold by Hathaway Machinery Co., Inc., Fairhaven, Mass. and installed by Sample Shipyard, Boothbay Harbor, Me. Rated 335 hp. at 1200 rpm, the engine is fitted with Snow-Nabstdt 3:1 reduction gear, Twin Disc direct power take-off for operating the Hathaway winch, and American Bosch Hydrotor starting system. Swinging a new 54 x 40, four-blade Federal propeller, the boat makes 12 knots at full speed.

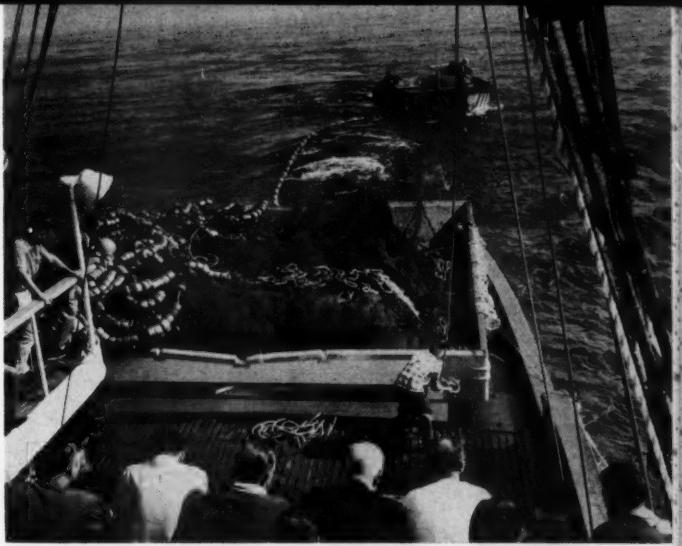
A new Kelvin-Hughes white-line recorder for finding fish and recording depth has been installed on the Kennebec. This instrument shows a white line between the bottom and the fish. The vessel also carries a Bendix depth recorder, RCA radar and RCA 75-watt telephone.

For her herring carrier work, the Kennebec operates in conjunction with the Company's seine boat Kyack. For conventional type dragging, the starboard gallows frame is moved to forward port position. Maine Marine Products also operates the carrier Ruth and Mary, Capt. Clarence Grew, out of Portland; and the carrier Sachem, Capt. Don Rogers, out of Rockland.

Stanley W. Letson is president of the concern, and Warren Young is general manager of the Portland plant and in charge of the boats. Subsidiaries of Maine Marine Products are Maine Sea Products Corp. of Rockland, Me., and Eastern Marine Products Co. of Eastport, Me.



Left: Harold Morgan of Van Camp Seafood Co., Inc., Terminal Island, Cal. Right: Frank Gargas, skipper of the "Santa Helena", recently converted to tuna seining.



Power skiff drags nets over the stern of the "Santa Helena" now the largest tuna seiner in the world, in preparation for a set off San Pedro, Cal.

Bait Boat Now World's Largest Tuna Seiner

Once converted for live bait, the "Santa Helena" has completed the circle indicating the West Coast tuna industry trend toward seining

The world's largest tuna seiner, the *Santa Helena*, returned early in March with a full load of yellowfin following its conversion from a bait boat in San Pedro. For the seiner, a San Pedro boat with a capacity of 350 tons of tuna, it was the completion of a cycle that began back in New Orleans in 1957 when it slid down the ways at the Avondale Marine Ways. It also represents the completion of a larger cycle; that which is affecting more and more tuna vessels in the West Coast industry the return to tuna seining.

When the Van Camp Seafood Co. vessel was first built, the emphasis in the industry was on seiners, and in this capacity the *Santa Helena* was successful for many years. Then, the guiding hands of the tuna industry, noting the improvements in bait fishing, decided that type of operation would be more profitable. The huge seiner lost its nets, turntable, and soon was a bait boat. Now, the cycle has completed itself.

The 136-foot vessel was hauled into Fellows and Stewart yard at Terminal Island, California and Charley Buchan, veteran tuna boat builder was put in charge of the conversion process. The bait tanks were stripped from the vessel. To the original 70-foot steel mast was added a 55-foot long, 14-inch diameter steel boom. At its top was placed a hydraulic Puretic Power Block manufactured by Marine Construction and Design Co., Seattle, Wash. A Northern Dragger winch, made by the Tacoma Boat Building Co., with hydraulic winches for the boom was also added.

A turntable was built and installed by Fellows and Stewart, and Mardeisch Cabinet Works in San Pedro built a 30½-foot power skiff with a beam of 15½-feet. The skiff is powered by an Osco Ford 100 hp. Diesel engine. A speed boat, 16 feet long and made of plywood and douglas fir by Avondale when the seiner was originally constructed was retained.

Finally, \$50,000 worth of new netting made by the Ben Momoi Netting Co., of Los Angeles, was installed. The net is 420 fathoms long, 40 fathoms deep, and is made of 42 thread Japanese nylon with 4½-inch mesh. It was equipped with 4100 feet of ½-inch lead chains and 600

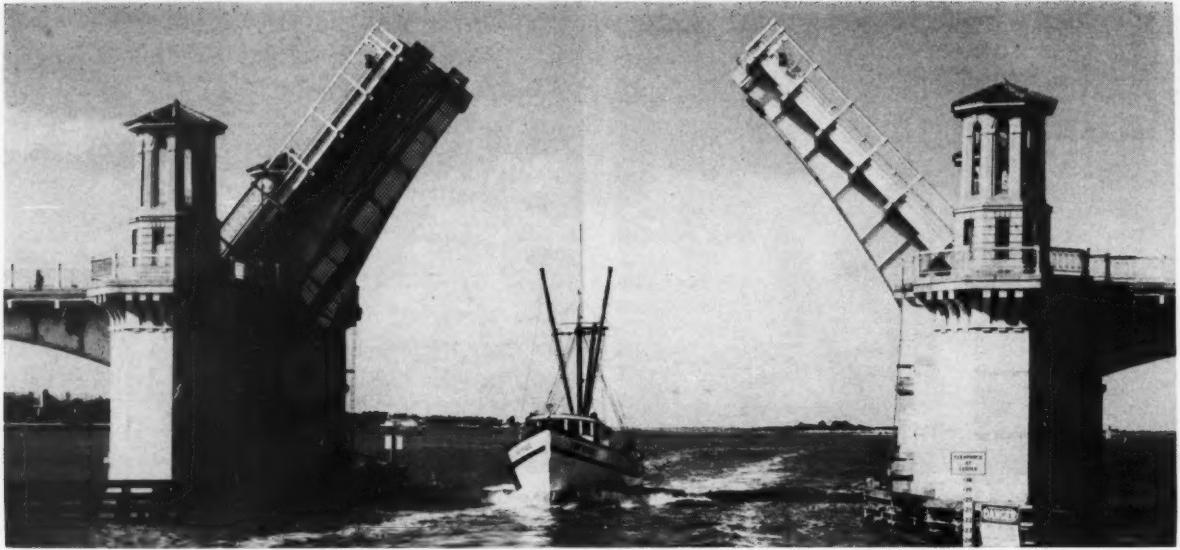
fathoms of ½-inch steel cable. A total of 5480 sponge floats made by B. F. Goodrich Co. are used.

The original engine, an Enterprise DMQ-8, 8-cycle 1000 hp. Diesel was kept as was the original, 7½-inch shaft with a 16-inch hub. The shaft carried a 4-blade 80 x 54 Coolidge propeller that had been reconditioned. Refrigeration aboard the *Santa Helena* was the same as before, four Omaha 6 x 6 ice making machines and brine tanks.

Electronic equipment abroad the vessel includes a
(Continued on page 30)



"Santa Helena" crew members stack nets on turntable in position for another set. B. F. Goodrich Sponges floats are used.



The 72' trawler "Lady Kossie" shown passing through the draw of the Bridge of Lions in Mantanzas Bay, Fla. The 800th shrimper built by Diesel Engine Sales, Inc., St. Augustine, Fla., she is owned by the Estero Shrimp Co., Inc. of Fort Myers, headed by John C. Ferguson.

"Lady Kossie" Is Number 800 For St. Augustine Builders

Florida yard sets record unequaled by any other fishing boat firm

Another milestone in the construction of fishing vessels was reached in March, when Diesel Engine Sales, Inc., St. Augustine, Fla., launched its 800th fishing boat, *Lady Kossie*. This large number of fishing craft, made in less than 16 years, is unequaled by any other builder of fishing boats in the country. *Lady Kossie* was named for the owner's wife, Mrs. John C. Ferguson. Mrs. Ferguson's daughter, Mary Lee, performed the christening. L. C. Ringhaver, president and general manager of Diesel Engine Sales Inc. was master of ceremonies for the festivities.

The new trawler is typical of the larger models now being constructed at the yard. John C. Ferguson, owner of the new boat and head of Estero Shrimp Co., Fort Myers, Florida, explained why Diesel Engine Sales has built him 15 vessels. "Mr. Ringhaver brought the package deal to the industry. Before, a shrimp operator had to spend weeks handling such details as seeking and

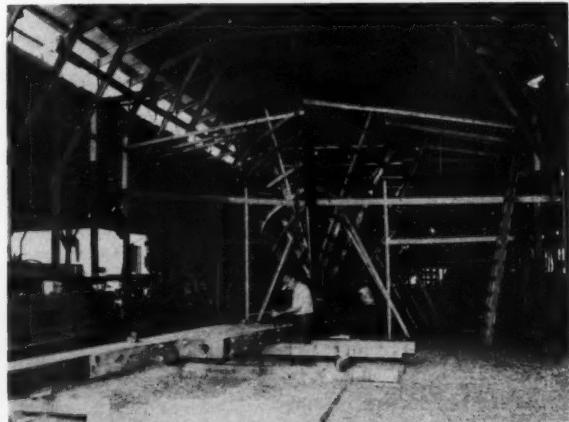
buying needed equipment, all of which now comes with the boat."

Ferguson, a former British and American merchant marine wireless operator, began shrimp fishing at Fernandina in 1921. He is past president and chairman of the Board of the Shrimp Association of the Americas; past president and chairman of the Board of the Southeastern Fisheries Association; director of the National Shrimp Congress; a member of the Fishery advisory Committee of the U. S. State Dept., and a member of the executive Committee of the Gulf and Caribbean Institute. Other boats built for him by Diesel Engine Sales include: *Nan John*, *Mary Lee II*, *Mable F. II*, *Cathie II*, *Peggy & Patsy Nancy F.*, *Elizabeth Ann*, *Marylee*, *Joe Allen*, *Libby Ann*, *John Williams*, *Joyce Alma*, *Frank F. Shafer*, and *Captain Art*.

The *Lady Kossie* is a double rigged, long range
(Continued on page 31)



L. C. Ringhaver, president and general manager of Diesel Engine Sales, Inc., St. Augustine, Fla. and John C. Ferguson, prominent industry leader of Fort Myers who recently purchased the 800th vessel constructed by the yard.



Framing the "Lady Kossie" at the Diesel Engine Sales, Inc. boat yard at St. Augustine, Fla. The new vessel is the sixteenth purchased from the firm by John C. Ferguson and is typical of the 72' models being turned out by the builders.

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APRIL,

SOUTH ATLANTIC

Amend Tidewater Fisheries Reorganization Bill

A bill introduced in the Maryland legislature with the backing of Governor Tawes would abolish the present three-member State Tidewater Fisheries Commission and place Maryland's conservation agency under a full-time director and a seven-member commission.

Under the measure, the commission would have broad powers to change fishing laws, and such changes would stand unless overridden by the Maryland legislature. Members of the commission would be selected on a geographic basis, with the Eastern Shore and tidewater counties on the western shore having two members each. One each would come from western Maryland, the City of Baltimore and the state at large. They would be appointed by the governor, without Senate confirmation, for seven-year terms.

The department director would be appointed by the commission with the approval of the governor and could report directly to the governor on matters he believed needed executive attention. He would not be a merit system employee, but would serve at the pleasure of the commission.

The department at present is under the direction of the chairman of the commission, whose three members are appointed by the governor, subject to Senate confirmation.

At a meeting late last month attended by some 200 persons, strong opposition to the bill as originally drawn up was expressed. It was felt by many that the proposed commission's powers would be too broad. Several amendments were offered at the meeting but they failed to pacify all objections to the sweeping reorganization.

The principal fears expressed by Eastern Shore and Southern Maryland senators were that the bill would lead to more private leasing of oysters beds or sale of seed oysters from public bars to private planters.

Another change discussed would give the Senate confirmation power of appointments to the commission—a move designed to insure that practical watermen are named.

Oyster Control Bill Tightened

Concern over an oyster disease in Delaware Bay has prompted legislation which would give Maryland's Tidewater Fisheries Commission authority to ban oyster imports and quarantine any threatened areas in the state. Del. Harrison of Talbot, chairman of the House Chesapeake Bay and Tributaries Commission introduced the legislation recently at the request of the TFC.

It provides that when there is evidence or suspicion of any destructive disease which might threaten the state's shellfish, the TFC can adopt whatever rules and regulations it needs to combat it.

Would Replant Oysters in Same County

Somerset County, Md., delegates want baby oysters being removed from the country waters to be put right back in Somerset County. The delegates introduced a bill last month which would require the Tidewater Fisheries Commission to collect all oyster shells with live spat attached to them from packing houses in Crisfield and on Deal Island, and return them to county waters.

The replanting would be conducted within 24 hours after the oysters were picked up at the packing plants. The delegation drafted the bill as an emergency measure, which would make it effective immediately if enacted and signed by the Governor.

Maryland Would Limit Menhaden Fishing

A bill has been introduced in the House of Delegates in Maryland which would permit menhaden to be taken in coastal waters of the state with purse nets, so long as the catch is not within three miles of the corporate limits of Ocean City.

They presently can be taken only outside the three-mile limit in the Atlantic Ocean, and the TFC won a federal court case against commercial operators trying to take them inside that boundary.

There is every indication the bill will fare much better this session than it did two years ago, when it was involved in some sniping between the House and Senate and finally wound up getting vetoed by Gov. McKeldin because its title was defective.

Bill to Open Potomac Oyster Bars Rejected by Maryland Senate

The Senate late last month turned thumbs down on a bill designed to open Potomac River oyster bars to patent tongs. Two senators from the river's seafood counties, Parran and Dorsey led the fight against the bill introduced by Sen. Phoebus of Somerset. At the end of the unusual 45-minute debate the senators voted 15-8 against accepting a favorable report by the Chesapeake Bay and Tributaries Committee.

Parran and Dorsey contended patent tongs had been used by Somerset County watermen to deplete oyster beds in their home waters. A similar depletion would result in the Potomac if patent tongs were allowed there.

Phoebus argued that a "million bushels" of oysters lie in Potomac waters too deep to be reached by the legal, manually operated shaft tongs used by Charles and St. Marys County watermen.

Dorsey's appraisal included a statement that it would not be effective to restrict patent tongs to waters too deep to be reached by hand tongs. There would be too great a temptation, he said, to drift into shallow water where oysters are more abundant.

Georgia Fish Commission States New Shrimp Regulations

New regulations governing the closing of coastal waters to shrimp were announced recently by the Georgia Game and Fish Commission. Director Fulton Lovell said the new regulations call for a formal inspection of the area by an inspection party composed of agents from the commission and four residents of the county in which the area lies. The county residents must be engaged in the shrimp industry.

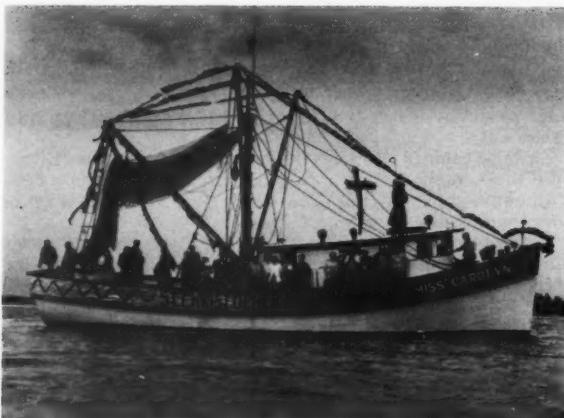
The power to open or close waters to shrimp previously had been vested in the supervisor of coastal fisheries in Brunswick. The new regulation provides that if the average count of shrimp is less than 55 per pound, the director must open the area. If the count exceeds 55 per pound, then the area will be closed.

Lunz Heads Fish Commission

Dr. G. Robert Lunz, director of Bears Bluff Laboratories on Wadmalaw Island, S. C., has been named chairman of the Atlantic States Marine Fisheries Commission.

Dr. Lunz succeeds Francis W. Sargent who also was director of the Mass. Department of Natural Resources, but who resigned to head the newly formed federal agency, the Outdoor Recreation Resources Review Commission in Washington.

The fisheries commission includes representatives of 15 states from Maine to Florida, and is engaged in fisheries management, research and law enforcement. Mutual problems are studied and remedial steps are taken by the individual states. Common problems are turned over to the Fish & Wildlife Commission for solution. Offices of the commission are at Mount Vernon, N. Y.



"Miss Carolyn", winning boat in the blessing of the fleet parade at Fort Myers Beach Shrimp Festival, is owned by George Kiesel, Beach Shrimp Co.

New Clam Industry May Be Developed in Florida

The bottom of the Gulf of Mexico off the Florida coast is being searched in an effort to find a product with which to develop a new industry in the state. The searchers are looking for clams—the variety which will be suitable for sale as clams on the half shell.

The search is primarily a business enterprise of the Fire Island Sea Clam Co., Inc. of West Sayville, N. Y. However, the project has the blessing of the Fish & Wildlife Service which also wants to know if clams grow in Florida waters in sufficient quantities for commercial purposes.

Clifford Varin, head of the three-man searching party works from a chartered 50-ft. shrimp boat rigged with a metal-caged dredge and other gear for ferreting the clams from their muddy retreats. Helping him are the boat's skipper, Earl Raley and Raley's son, Roy.

The first operation was off Pensacola, with the boat moving next to the waters off Port St. Joe. Varin came down to Cedar Key by car the first week in February but the Raleys did not arrive until the following week.

The clam searchers have explored bars known to have been inhabited by clams in the past. Though a good many empty shells have been brought up, indicating that clams at one time occupied Cedar Key waters, very few live clams have been found.

Varin plans to move to his operations further south after leaving Cedar Key, and he suggested that even though the clam population seems insufficient to found an industry in the Cedar Key area, it looks as though a good side industry in shells could be established.

In Varin's operation, the clams are dug from the bottom by water pressured through hoses attached to the dredge. The scoop comes along behind the streams of water and channels the marine life into the barred cage. Lifted to the boat, the contents are spread on a table and examined.

Varin said that about 10 similar rigs are exploring the coast of Long Island at the present time in search of clam beds for his company.

Virginia Oyster Sales Good

Oyster sales in Virginia throughout March were very good. Many dealers reported shipping all they could shuck, with standards running at \$5.75, selects at \$6.75.

Throughout the season prices have been running at a record high with, in many cases an inadequate supply for the demand. Some bad weather and lack of shuckers contributed to this situation. Several oyster farmers reported there were no unusual casualties among the oyster beds, and that there have been few complaints about the condition of the oysters.

First Annual Island Shrimp Festival Held At Fort Myers Beach, Florida

The first annual Island Shrimp Festival at Fort Myers Beach, Fla., ended March 8 with the blessing of the fleet and awarding of prizes to the best decorated trawlers in the parade. Riding the lead boat was Jeannie Spencer, Island Shrimp Queen and her court. The boats were blessed by the Rt. Rev. Harwood Sturtevant, retired bishop of Fond du Lac, Wisc., assisted by the Rev. Ralph R. Johnson, vicar St. Raphael's Episcopal Church, Fort Myers Beach.

The winning boat in the parade was the *Miss Carolyn* owned by George Kiesel, Beach Shrimp Co. George Jr., was named junior king of the festival. Second and third prize winners were *The Hustler* owned by the Bahruth family, operating for the Beach Shrimp Co., and the *Saint Cecelia*, owned by Don Kiesel of the Beach Shrimp Co. Other boats represented the St. George Packing Co., Shaw Shrimp Co., and Gulf Shrimp Co.

First prize was a complete haulout, including bottom and sides painted from Diesel Engine Sales, 400 gallons of fuel from Marine Ice and Fuel and a try net from Ralph's Net Shop.

Activities in which all Beach organizations cooperated included a series of PTA coffees, a Beach Art Association-sponsored exhibit, Sail boat race, Shrimp Festival race at the Naples-Fort Myers Kennel Club, a Luncheon, and a game night. Shrimp docks were open to the public for two days and rides were given on all boats in the blessing parade. Fish dinners and shrimp rolls were served by the American Legion.

Florida Approves Improvement Plan

A two-year program for fisheries improvement and restoration in the Lake George-St. Johns River area was approved last month by the Game and Fresh Water Fish Commission.

The program calls for control of undesirable rough fish by selective fish poisoning methods to destroy great quantities of gizzard shad at a comparatively low cost; release in the same area of maximum supplies of black bass fingerlings obtained from the Fish & Wildlife Service; an extensive survey near the end of the two-year period to determine results and aid in formulating plans for future work in the area.

The resolution states funds for the work will be sought through a legislative appropriation, with matching funds from interested local counties and that the commission shall work with all interested persons, groups and agencies to attain maximum fishing in the area.

North Carolina Catch Increases in 1958

Landings of fish and shellfish at North Carolina ports during 1958 totaled 290.3 million pounds, an increase of 53.1 million pounds or 22 per cent when compared with landings in 1957. Menhaden, croaker and alewives accounted for the biggest increases.

Hampton Roads, Virginia Report

In the Hampton area in the last half of March pound nets, haul seines and gill nets landed around 10 to 12 thousand pounds of alewives, carp, shad, striped bass, white perch and catfish. Trawlers throughout March landed daily around 3 to 4 thousand pounds of finfish. On March 16, 14 trawlers brought in 461,000 pounds of finfish. Scup was the predominant fish, with sea bass, butterfish and fluke ranking next. The trawlers were the *Admiral*, *Cavalier*, *Dragnet*, *Ida L.*, *Irene Y.*, *Malolo*, *Mocking Bird*, *North Sea*, *Ocean Spray*, *P. K. Hunt*, *Sarah J.*, *South Sea*, *Songya* and *The Schalls*.

Oysters shucked in the Hampton Roads through March averaged from 4,000 to 5,000 gallons daily, and crab meat averaged from 4,300 to 6,200 pounds. There were a few lobsters and squid.

NORTH ATLANTIC

Maine Governor Signs Fishery Marketing Act

Governor Clinton Clauson signed into law last month a Fishery Marketing Act which will permit the lobstermen and commercial fishermen of Maine to establish and operate cooperatives. Leslie Dyer, president of the Maine Lobstermen's Assoc. described the act as the single greatest thing that has come the way of Maine fishermen in years. All that remains now is for the lobstermen to move ahead with their plans, knowing that they can operate to their own advantage without fear of prosecution through the anti-trust laws.

Big Maine Sardine Council Big Campaign

Starting March 17 the Maine Sardine Council launched a ten-week newspaper advertising campaign in 35 key markets from coast to coast. The schedule calls for five insertions of 1000 line color ads in each of 53 newspapers to be run on alternate weeks and the budget is in excess of \$200,000. The copy will contain a maximum of art and a minimum of type and will be built around the nutrition values, flavor, convenience and versatility of the product.

The campaign was designed to boost consumption during the traditionally good spring sardine selling months, as well as to stimulate trade and consumer interest in the product for the 1959 pack season which gets underway late in May.

Portland Landings Increase

Nearly 2 million pounds of fish were landed at Portland, Me. during February, with eight trawlers bringing in landings of more than 100,000 pounds each. The *St. George* landed 390,000 pounds in two trips; *Wawenock*, 241,000 in two trips; *Median* 210,000 pounds in one trip; *Courier* 152,000 pounds in two trips; *Gulf Stream* 100,000 pounds in two trips; *Ocean Life* 190,000 pounds in one trip; *Quincy* 180,000 pounds in one trip; and *Theresa R.* 128,000 pounds in three trips. Fish landings at Portland up to March 25 already were exceeding the February landings and in a 72-hour period late last month more than 500,000 pounds were landed by the *Winthrop*, *Quincy* and *St. George*.

Lobster trapping in the Casco Bay area picked up slightly, with lobstermen reported getting \$1 and up a pound for their catch. The Maine delicacy has been selling as high as \$6 a pound for lobster meat in city markets, and the average price for live lobster was, \$1.80 to \$2.

Urge Maine Fishery Training Program

William Payne of Portland told the legislative appropriations committee last month that a supply of young, well trained fishermen could revitalize the fishing industry in Maine and spoke in favor of a resolve to grant \$15,000 a year to the Maine Vocational-Technical Institute for use with about an equal amount of federal funds for fisheries education.

Payne said the newest boat of 80 ft. of more now in use in Maine commercial fishing is seven years old. Individual or corporate owners aren't likely to invest \$15,000 or more in a new boat if they have no prospect of capable young men to run them.

Capt. Harold Paulsen of Portland, a fisherman and boat owner since 1916 said the Associated Fisheries of Maine is running night courses and finding jobs for a few young men, but that this isn't enough. He believes



Special television camera used by the Fish and Wildlife Service, Bureau of Commercial Fisheries for underwater observations. Camera is shown aboard the Woods Hole, Mass. research vessel, "Albatross".

that an educational program is the thing that will stimulate and keep the industry intact.

Sea & Shore Fisheries Commissioner Ronald W. Green said there was an amazing response to his department's offer of teaching materials to the high schools. Some 94 percent of high schools in the coastal region now use these units.

Stinson Maine Sardine Council Chairman

Calvin Stinson of Prospect Harbor has been elected as chairman of the Maine Sardine Council for a one year term, succeeding Milroy Warren of Lubec whose term has expired. Stinson has been a member of the Council since it was created in 1951 and his son, Calvin, Jr., also of Prospect Harbor, is president of the Maine Sardine Packers Assoc.

Reciprocal Licenses for Rhode Island

Non-resident shellfish licenses would be denied to residents of coastal communities in another state which does not reciprocate to residents of Rhode Island, under a bill recently introduced in the General Assembly.

Sen. Harvey S. Reynolds of Little Compton, sponsor of the bill, said that residents of his town are prohibited from taking shellfish in Westport, Mass. In that state, every coastal community fixes its own regulations.

The Rhode Island law sets up a non-resident license for a \$5 fee, which permits the taking of one bushel a day of shellfish in Rhode Island waters. Senator Reynolds' bill would deny these licenses to residents of any out-of-state community where municipal or state regulations do not grant Rhode Islanders the right to take the same quantity of shellfish for a fee not exceeding the Rhode Island charge.

Want New R. I. Quahog Dredger Limit

Quahog dredgers would have their daily legal limit cut by a third, in a bill offered last month in the House of Representatives. The measure would set a 20 bushel limit on the take by registered dredgers, between sunrise and sunset on any given day. The present law sets the maximum at 30 bushels.

The person in charge of the boat would be subject to a fine of \$20 for every bushel over the maximum, or 30 days in jail, or both.

Boston To Build 20 Draggers During 10 Year Period

An effort to revitalize the groundfish industry in Boston, Mass. has prompted Boston Fish Pier leaders to sponsor the construction of 20 larger steel draggers within the next ten years. Thomas A. Fulham of Wellesley, president of the sponsoring organization, Boston Fishing Boat Inc., announced that they expected to ask for bids shortly. "We want to build up the Boston Fish Pier," said Fulham. His brother is John Fulham, Jr., president of the Boston Fish Market Corp., owners of the Boston Fish Pier.

"We have formed a company of 30 Boston fish dealers and companies who own the pier, to build these boats," he added. "Dwight Simpson, marine architect from Boston is the designer. He has already presented the preliminary drawings." What the company has in mind could result in an additional 8 million pounds of fresh fish to the annual supply.

The boats would be 100 feet in length, with hold capacity of 200,000 pounds per trip and would cost about \$200,000 to build. They would be powered with 500 hp. marine Diesel engines. Plans call for them to be built of steel and have double chine construction which is a Simpson creation. A new safety feature will be to install the winch fore and aft rather than across the fishing area of the deck.

Would Limit Divers Lobster Take

A new law has been proposed which would limit skin-divers to taking 12 lobsters a week. It has been brought out that some skin-divers get carried away with the sport and catch so many lobsters they can't eat them all. They then give away many to friends and neighbors. This sometimes spoils the market, the boat and trap men say.

The bill also proposes that a commercial lobstering license cost \$15 instead of \$5 a year. A non-commercial lobstering license, the kind skin-divers usually have, costs \$5.

Another natural resources bill would require a license for taking of kelp, moss or seaweed for commercial purposes. Still another bill proposes that a special commission investigate the question of purification of edible shellfish and the advisability of having a shellfish laboratory built in Newburyport or Gloucester, to serve the North Shore area.

Massachusetts Shellfish Officers Want More Power

A two-day convention was held in Boston last month for the Massachusetts Shellfish Officers Assoc., with approximately 30 shellfish officials, half of them from Southeastern Massachusetts attending.

Robert L. Yasi, chief marine officer of the Division of Law Enforcement, State Dept. of Natural Resources was one of the speakers and he reported that he did not see how the officers could operate efficiently without proper legislation being passed which would increase the powers they now have.

Rep. Harry B. Albro of Harwich has introduced a bill which would grant local supervisors of shellfisheries "all the authority of a coastal warden while in the exercise of his duties". Chief among the powers of a State coastal warden is the power to arrest. Local shellfish officials do not have that authority without a warrant.

Other speakers at the convention were Col. Eugene S. Clark, Jr. of Sandwich who gave an illustrated lecture on Cape Cod marine animals; Frederick C. Wilbour, Jr. of Westport, director of the State Division of Marine Fisheries spoke on future plans of the division for its shellfish project; Ronald Macomber, sanitary engineer for the U. S. Department of Public Health; James E. Hanks

and Harry Turner, research biologists at the Woods Hole Oceanographic Institute; Howard Willard, director of the division of Law Enforcement, State Department of Natural Resources; Mario Borchetti, biologist with the Division of Sanitary Engineering, State Department of Public Health; Roger Munsey, secretary-treasurer of the association; Russell Ceurvels, biologist with the Division of Marine Fisheries.

Gloucester Pogie Bill Killed

The State House of Representatives last month approved a committee report which recommended the withdrawal of the controversial pogie bill. According to John F. Dolan, representative from Ipswich who co-sponsored the bill with two other legislators, approval of the report from the Committee on Natural Resource effectively kills the bill.

The proposed legislation would have forbidden dragging, seining or trawling within the three-mile limit. Local pogie fishermen had claimed that they could seine for the fish only within the limit; whiting fishermen had feared that their field might become overcrowded with former pogie men if the bill were passed; and local fish meal plants which depend largely on pogies for their raw material, were also alarmed over the bill.

New Gloucester Fish Plant to Open

A new industrial plant has been erected at 4 Railway Ave., Gloucester, Mass. for two retired fishing skippers who are going into the fish filleting business. Capt. Carlo Ciaramitaro is president of the new firm known as the Morning Star Fisheries Co., Inc. and his partner, Capt. Tony Parco is treasurer.

The company has for some time operated a groundfish box and barrel trade and are now expanding into the fish filleting business to handle ocean perch and whiting. Capt. Ciaramitaro's last command was the dragger Catherine B., and Capt. Parco's last command was the Morning Star.

"Baby Rose" Gets New Engine

The Gloucester, Mass. dragger Baby Rose, Capt. Sam Ciaramitaro, has been repowered with a new 450 hp., D397 Caterpillar Diesel. The engine has Roots blower and Caterpillar 3:1 hydraulic reduction gear. Gloucester Machine Shop installed the unit, which was sold by Perkins Machinery Co.

New Bedford Man Accepts Overseas Appointment

John F. Linehan, general manager of the New Bedford Seafood Producers Assoc. since 1951 and a prominent community civic leader, has told the Association directors he intends to resign to accept an overseas assignment with the Federal Government. He expects to leave here in June to assume the position for the Government as a fisheries administrator.

Mr. Linehan has spearheaded the moves which restored the New Bedford fishing industry to national prominence. He has led many fisheries delegations in appearances before Washington committees in attempts to gain legislation beneficial to the industry.

He is an expert on tariffs as they affect the domestic fishing industry and is a member of the advisory committee of the U. S. Commission to the International Commission for Northwest Atlantic Fisheries.

He is also chairman of the Northeast Atlantic States Section of the 15-State Atlantic States Marine Fisheries Commission; member of the Gulf and Caribbean Fisheries Institute and a director of Sea Products Corp. He is also a trustee of the New Bedford Fishermen's Benevolent Fund and a member of the Executive committee of the New Bedford Seafood Council.

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New Bedford Seeks More Dockage

The New Bedford Fishermen's Assoc. and other interests are seeking additional dockage space in New Bedford. The boats are forced to tie up four and five abreast. Increased facilities would bring more boats to the port and with them new dealers. Late last month the city of New Bedford was planning to seek State funds to extend Pier 3 some 50 or 60 feet out to the channel.

Dragger Launched at South Bristol

The new 71' dragger *Sea Gold* was launched by Harvey F. Gamage, Shipbuilder, So. Bristol, Me. last month. She is owned by Capt. Magne and Ingolv Aadland of New Bedford, Mass., and is powered with a Model WAKD, 160 hp. Waukesha Diesel.

To Seine for Tuna off Cape Cod

Capt. Manuel Phillips of Provincetown, owner and skipper of the 62-foot *Silver Mink*, is planning to seine for tuna again off Cape Cod during the summer. Last year the *Silver Mink* landed 354,000 pounds of tuna on Cape Cod from August 17 to October 4 and the value of her catch during that 48-day period was more than \$28,000.

Capt. Phillips says there are plenty of tuna in the area and he believes there are enough to warrant building a canning plant somewhere in southeastern Massachusetts. Average price he was paid for tuna last year was 8 cents a pound. West coast prices averaged 13 cents a pound.

Cape Cod Landings Increase

Provincetown, Mass. fishing boats landed 165,000 pounds of fish at Provincetown docks during the week of March 23, somewhat higher than the previous week and considerably higher than the same week a year ago. Fish landed included 134,000 pounds of flounder; 15,000 pounds of mixed fish; 11,000 pounds of cod; 3,000 pounds of haddock and 1,000 pounds each of scrod and scallops.

Connecticut May Enlarge

Oyster Research Facilities

A bill recently approved by the Connecticut legislature's fish and game committee would authorize the state to give the U. S. Fish & Wildlife Service a section of land in Milford on the west side of the Wepawaug River for use to enlarge its research facilities in studying shellfish, especially oysters.

Also approved by the committee was a measure to allow towns to appoint special constables to act as fish and game wardens.

New Jersey Approves Dredging Projects

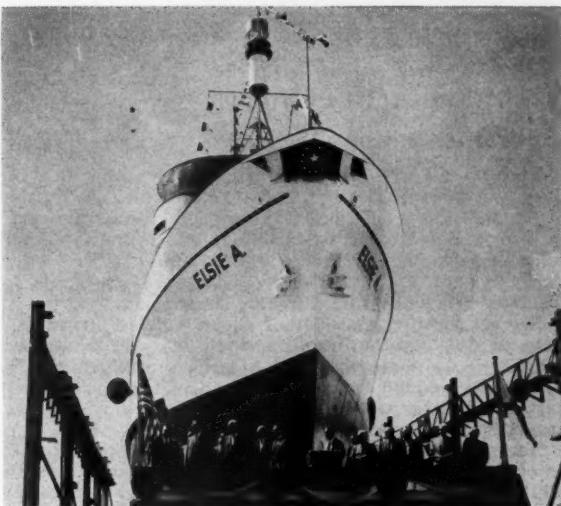
The state has approved two dredging projects for the Wildwood area—one for the dredging of the entrance to Beach Creek from Hereford Inlet in North Wildwood and the other for the dredging of the West Wildwood canal. The project in West Wildwood will allow boats to enter the inland waterway to the west.

At Cape May Point last month a state of emergency was declared in the borough, the shore of which has been eaten away by the sea. It is expected that financial aid may be in store to fight this beach erosion.

Thomas E. Harrington

Thomas E. Harrington, 54, of Melrose, Mass., died unexpectedly of a heart attack on March 28. He was the sole owner of Fabet Corp., of Gloucester, Mass. one of the foremost fish filleting plants in the city which with his brother, the late Nelson Harrington, he founded in 1942. He was a member of the Gloucester Fisheries Assoc. since its inception and had served as its president for several years.

PACIFIC COAST



The 127' tuna clipper "Elsie A" was completed recently by National Steel and Shipbuilding Corp., San Diego, Cal. The 13th in her class she is equipped with Fairbanks-Morse opposed piston Diesel rated 960 hp. at 720 rpm, driving 5-blade propeller through 3:1 Western Sea Master reduction gear. Fuel capacity is 48,550 gals. She will fish for Breast-O-Chicken label under managing ownership of National Marine Terminals, Inc., San Diego.

San Pedro Tuna Season

Off to Excellent Start

Sparked by extremely good schools of yellowfin tuna in the Gulf of Mexico in the Matzatlan region, plus increased efficiency of several converted seiners, San Pedro's tuna fleet was off to one of its best years judging from the first three months' catch.

So far this year the local fleet has completed 39 trips and brought home 1895 tons of yellowfin and over 400 tons of skipjack. In addition the purse seiners have trans-shipped 1200 tons of yellowfin and bait boats 1170 tons of all species, from vessels wishing to stay on the fishing grounds.

Another significant fact in the early season catches is that local boats so far have averaged 144 tons per trip as compared to 92 tons per trip last year. The higher catch average is due to the unusually good fishing and the fact that several bait boats have been converted to seiners and have raised the average capacity of the fleet per boat considerably.

The nearly 2300 tons of skipjack and yellowfin landed so far can hardly be compared to the 556 tons landed by the end of March 1958. Harold Cary, general manager of the American Tunabot Assoc., speaking in San Diego, said he foresees an improved year. He said an increased demand for tuna, levelling off of prices around the world, and increasing costs to foreign fishermen, are putting American fishermen and the tuna industry in a better position.

Jobless Pay Bill Made Law

California's unique "jobless pay" bill for fishermen, a temporary measure, was made a permanent law this month by the Senate when it was passed 33-0. According to the bill, any fisherman who is engaged in his trade and

earns less than \$40 a week in wages may draw the difference between his pay and the \$40 figure from the state unemployment insurance fund.

Fishermen credit the bill with making it possible to keep experienced fishermen in the business during periods of poor fishing. Previously a bad season would seriously deplete crews and make it difficult for fishing boats to recruit new men to train in the up-and-down industry.

Tariff Restrictions Hamper California Sardine Industry

The backlog of sardines in warehouses along the California coast will remain there at least for the present. After the first good season in ten years, inventories are still high. Foreign tariff restrictions which are putting an added squeeze on the industry seem unlikely to be lifted according to a letter received by California Senator Thomas H. Kuchel from the State Department.

Kuchel recently stated that the scheduled increase in rate of duty on sardines imported into the Philippine Islands is so great that the American product will be virtually excluded because of inability to compete with sardines from other producing countries enjoying lower transportation costs.

Acting Secretary of State William B. Macomber, Jr., has informed Kuchel that the tariff increase on sardines in the Philippines is "consistent with Philippines commitments to the United States which provides for the gradual and orderly elimination of existing preferential tariff treatment as part of a plan for assuring more normal and stable trade relations."

San Francisco Bay Has Big Potential

A University of San Francisco biology professor says elimination of pollution in San Francisco Bay would permit a \$200,000,000 fishing industry.

Dr. Francis P. Felice told the regional council of the California State Chamber of Commerce that commercial clam beds in the bay yielded high returns early in the century. But he said the last clam was taken commercially from the bay in 1949 and the last oyster in 1947.

San Diego to Have New Tuna Cannery

Plans for a new tuna cannery to be constructed in San Diego, Cal. were announced recently by Kenneth Berglund, president of the American Tuna Canning, Inc. The newly organized firm earlier in the year purchased the South Coast Fisheries, Inc., cannery on Terminal Island in San Pedro. The San Diego plant will not affect the San Pedro operation. The new cannery will be supplied with tuna purchased at the American Tunaboot Assoc. auction in San Diego.

To Attend International Trade Fair

Charles R. Carry, executive director of the California Fish Canners Assoc. on Terminal Island, is one of 15 businessmen who have been chosen as volunteer members of a U. S. overseas trade mission.

Carry will be one of a group which will go to Japan to attend the Third International Trade Fair in Tokyo May 5-22. The group will be gone from April 4 until May 16. Carry has held his position since 1955 and is regarded as a top food specialist.

Seattle Halibut Fleet on Parade

Seattle's second annual "Farewell Day" to the halibut-fishing fleet will be held April 19.

The Halibut Fishermen's Wives' Assoc. sponsor the colorful boat parade which begins at Fishermen's Terminal. A trophy will be awarded the best-decorated boat. Halibut Week this year will be observed May 17 to 23.

Seattle Washington Receipts For 1958 Best In Years

Receipts of all kinds of salmon in 1958 at Seattle totaled over 30.5 million pounds. This was 4.7 million pounds above the 1957 total and the highest year of salmon receipts at Seattle since 1954.

Chief reasons for the 1958 gain was the best chum salmon fishing season on Puget Sound since 1954. Added to the total was a revived gill-net and purse-seine silver salmon fishery that in 1957 contributed only a little over 380,000 pounds. Greatly increased receipts of frozen salmon from Alaska and British Columbia contributed heavily to the over-all total, especially silver salmon from Alaska.

The gain was made despite the total absence of Alaska freezership receipts of salmon in Seattle in 1958. This fleet which normally operates each summer in Alaska, processing their fish on Puget Sound after the season, in 1958 contributed nothing to the salmon total whereas it accounted for an average of 2.5 million pounds of Seattle's salmon receipts each year since 1953.

Although 1958 provided probably the biggest run of sockeye salmon on the Fraser River since 1913, it did not react greatly to the benefit of United States fishermen. The erratic behavior of the fish in approaching their spawning grounds by advancing through Johnstone strait, far to the north of their usual route through the Strait of Juan de Fuca placed these fish in waters not covered by the Sockeye Treaty between the two countries. This made inaccessible to United States fishermen an estimated one-third of the run.

Receipts of fresh and frozen fish and shellfish at Seattle during February of this year totaled slightly more than 7.3 million pounds, compared with 5.1 million pounds during February 1958. The gain in these receipts was accounted for chiefly by heavier landings by the otter-trawl fleet which delivered 59 fares in February and only 17 fares in the same month of last year.

Largest Purse Seine Winch Made By Washington Firm

A purse-seine winch, said to be the biggest in the world, has been built in Seattle for a California tuna boat. The winch, designed and built by the Marine Construction & Design Co. for the *Ruthie B.*, a San Diego clipper was taken by truck to California to be installed.

The all-hydraulic winch has three drums, each of which can be controlled independently. One is for the tow line and two are for the purse lines. The winch weighs about five tons.

The *Ruthie B.* is one of the many tuna clippers being converted to seiners. The vessel will use a nylon net more than half a mile long. The purse-seine winch is one of four hydraulic winches which the boat will have when the conversion is completed. One of the winches, plus the large hydraulic-driven power block, will raise and lower the boom, and the other two will be used to swing the boom.

Puget Sound Experiment

If an experiment started last month proves successful, Puget Sound may eventually have smelt runs similar to those which have made the Columbia River famous. About 450 pounds of smelt were dumped into the Puyallup and the first returns from the experiment should be noted in 1962.

The Columbia River smelt are a species not found at present in Puget Sound or its tributaries, although the same species is found in the Fraser River and in some streams in Northern British Columbia and Alaska.

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To Speak at Fishing Vessel Congress

H. C. Hanson, Seattle naval architect, is to present two papers before the International Fishing Vessel Congress, which is to meet April 5 to 12 in Rome. Hanson, who has designed fishing vessels now in use in many countries, will travel around the world, studying fisheries and vessels, before returning home. His itinerary includes the Scandinavian countries, Pakistan, India, Indonesia and the Philippines.

Approved Oregon Salmon Research Program

Albert M. Day, State Fisheries Director recently returned from Washington, D. C., where he gained support for his priority program designed to save the salmon and steelhead of the upper Columbia and Snake river areas. Day has expressed optimism for success of what he termed "a too-long-delayed" research program aimed at solving extensive problems of getting salmon over high dams now existing and proposed for the Columbia river basin. Spearheading an all-out drive to gain Congressional support of a proposed fisheries research program Day called for appropriations of \$700,000 for the next fiscal year and \$1,000,000 for each succeeding year to be used in abating grave threats to a fishery valuable to both the commercial and sports fishing industries in the Pacific Northwest.

The proposed research program was adopted by the Columbia Basin Inter-agency Committee after its formal presentation by Day at a meeting in Boise, Idaho in February, on behalf of the fisheries sub-committee.

Priority items in the program, according to Day, include research and development in lake and artificial impoundments, protection and guidance of downstream migrants, predation control, improvement of hatchery diets, reestablishment of upper Columbia salmon runs and resident trout populations, effects of flow and temperature changes on streams below reservoirs, and mechanical methods of passing migrant salmon and trout over high dams.

Huge Salmon Planting Planned By Oregon

Fish & Wildlife Service officials at Portland announced last month that 14,500,000 small salmon would be planted in nine tributaries of the Columbia river during the last week of March.

The fish, grown to feeding size at the Willard Fish Cultural Station on the Little White Salmon river in Washington, will be planted in the John Day, Warm Springs, Gray, Coweeman, Cowlitz, Washougal, Klickitat, and Kalama rivers and Abernathy creek.

The five Federal hatcheries of the Columbia River Fisheries Development program will retain about 40,000,000 fish and feed them until May before releasing them.

Appointed Oregon Research Director

Sigurd J. Westrheim has recently been appointed as director of research for the Oregon Fish Commission. In his new position Westrheim will be concerned with guiding all phases of fisheries research being conducted by the commission at the present time.

Specific work includes such projects as marine fisheries management-research, Columbia river commercial fisheries management-research, otter trawl, albacore and troll salmon management, hatchery evaluation and marine analysis, fish passage activities, and the Columbia river fisheries development program, which is federally financed to rehabilitate the salmon and steelhead runs in the Columbia river.

Westrheim joined the Oregon fish commission's research staff in 1949. He was stationed at the Astoria laboratory for seven years. During the last five years of his service there he was in charge of trawl studies. In 1957 he was transferred to the commission laboratory at Clackamas



"Robert H." was designed by H. C. Hanson, naval architect and engineer of Seattle, Wash. The vessel is powered with a General Motors 4-71 and has a speed close to 10 knots. Hanson has reportedly designed more fishing boats than any other man in the modern world.

where he took over the Columbia river studies. In May 1958 he was appointed assistant director of research.

Alaska Fish-Trap Ban to Court

Representatives of the Alaska fish-trap industry, and Washington State packers of canned salmon filed suit in Federal District Court last month to prevent Secretary of the Interior Fred Seaton from enforcing his order against fish traps in Alaska.

Five packing companies, five trapsite owners and five members of the Alaska Fishermen's Union, contend that prohibition of traps in the fishing season now approaching would mean:

Closure of at least six canneries that operated last year. Drastically curtail production at other canneries. Loss of 2,300 jobs. Loss of \$4,072,000 in direct wages. Loss of \$8,800,000 worth of trap gear, inventories and vessels which will be rendered immediately obsolete and valueless. Loss of some \$26,000,000 worth of canned salmon.

In addition to losses to employers and employees, the new state of Alaska stands to lose more than \$1,000,000 in taxes this year if Seaton's order stands. The suit asks a temporary injunction pending final determination of the case.

Russian Fleet off Alaska

A big fleet of Russian fishing boats off Alaska's Bristol Bay late last month caused considerable concern both in Alaska and the United States. However, the trawlers were clustered in international waters where ships of all nations have free access.

But the fact that Russians were not violating any international law didn't diminish the objections, and Alaska's acting governor, Hugh J. Wade, called for a four-nation fishing agreement as absolutely necessary to bring Russia into international fisheries control efforts with the United States, Canada and Japan.

It is believed the Russians are taking bottom fish-flatfish, lemon sole, flounder and cod and perhaps king crab and halibut.

Fishing boats of the United States and Canada are now heading for the halibut grounds in a Bering Sea area slightly west of where the Russian fleet is congregated, but it is feared that perhaps the Russians, not bound by any international agreement, could have gotten the jump on the Americans and Canadians.

One thing that makes the presence of the Russians particularly galling is the fact that Bristol Bay, once America's greatest red salmon fishery, has been closed to U. S. fishermen this year because of declining runs.

THE SOUTHERN NEW ENGLAND FISHERIES

Enterprising and Alert to Opportunities in Rhode Island and Connecticut



Draggers at N. Parascandolo & Sons fish dock, Newport, R. I. In foreground, Capt. Roland DeMore's 50' "Elrena" which has 150 hp.

THE Southern New England fisheries, encompassing the States of Rhode Island and Connecticut produce a large variety of species with many types of fishing operations in both off-shore and in-shore areas. There are fleets of draggers out of a half dozen ports, the oyster industry of Connecticut, trap net fishing in Rhode Island, shad fishing on the Connecticut River, clam dredging and tonging, lobstering, ocean quahoging and scalloping.

Block Island Sound is the center of dragging operations for this section which produces not only numerous kinds of market fish but also a tremendous tonnage of industrial or so-called trash fish.

The fishermen of Southern New England are progressive and alert to new opportunities and modern methods. They take pride in their boats, which are well maintained. They take advantage of the latest advancements in gear and equipment, and they realize the importance of producing quality seafood.

The fastest growing fishing port in New England is Point Judith, R. I., whose volume of edible and industrial fish has doubled in the last five years. In 1958, the catch totaled 98.5 million lbs. valued at \$1,716,000. Edible fish accounted for 11.5 million lbs. valued at \$953,000, and industrial or trash fish totaled 87 million lbs. worth \$763,000. Menhaden fishing was off last year, with three boats producing 9 million lbs. compared to 18 million from 5 boats in 1957. Prospects for menhaden look better this year, and five boats are scheduled to operate.

Virtually all of the fish landed at Point Judith is sold through the Point Judith Fishermen's Cooperative Association, Inc., which has paced the progress of the port. It is a closely knit organization that has promoted a high degree of cooperation in working for the expansion and betterment of the industry.

President of the Cooperative is Capt. Jacob J. Dykstra, who plans to attend the FAO Technical Meeting on Fishery Cooperatives in Naples, Italy during May. Capt. Jack B. Wescott is vice-president, Capt. Forrest Hoxsie is secretary, and Joseph A. Lewis is manager. Directors are Clinton Babcock, Wm. B. Rose, Melville Strout and Arthur Smith.

Membership in the cooperative is open to both boat owners and crew members, with present members totaling 118 and representing 37 boats out of the 50 fishing from Point Judith. Last year, 89 percent of the fish handled by the co-op was from members, compared to 60 per-

Cummins Diesel, and Capt. Axel Weideman's "Agnes & Myrnie" with 135 hp. Caterpillar Diesel.

cent 10 years ago. It has a special group plan insurance program for its member boats, and a welfare fund is maintained by $\frac{1}{4}$ percent deductions from gross stocks.

The co-op has excellent docking facilities and can unload three boats at a time. A screw conveyor carries ice to each of the unloading doors and fuel is available on the dock. The organization maintains a supply store which handles various brands of marine supplies and fishing equipment.

The processing department of the Co-op packed 1,466,000 lbs. of flounder fillets, H & G whiting and squid last year, a gain of 100,000 lbs. over the previous year. The latest equipment for processing and packing is used, including a recently installed skinning machine.

There is a quick freezing room with -30° temperature which will handle 15,000 lbs. in 24 hours, and a plate freezer which will turn out 1500 lbs. per hour. The organization operates 3 tractor-trailer units and one van truck, making regular runs to New York, Philadelphia and Massachusetts points.

Because of a pronounced trend to larger boats, the



Stonington, Conn. draggers at Longo's Dock. The "Connie M.", left, owned by Capt. Joseph Madeira, was built by Stonington Boat Works and has 115 hp. Caterpillar Diesel. Capt. Antone Madeira's "Bette Ann" has 6-71 General Motors Diesel and was built by West Haven Shipyard.

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Draggers tied up at Point Judith, R. I. Left to right, "William Chesebrough" (D13000, 115 hp. Caterpillar), Capt. Forrest Hoxsie; "Ques-

tion" (6-71 General Motors), Capt. Arthur W. Smith; "Ann S." (6-71 General Motors), Capt. Melville Strout.

productive capacity of the Point Judith fleet has been greatly increased in the past few years. Vessels range from 40 to 85 ft., with the largest being the *Ocean Clipper*, owned by Capt. Gordon Adams. Several of the boats have been lengthened, and new boats built are larger than the ones they replace.

There are two steel draggers in the Point Judith fleet, Capt. John Sisson's 47' *North Star* and the 38' *Hawk*, owned by Edward and Thomas Conlon. Both boats were built by Gladding-Hearn Shipbuilding Corp., Somerset, Mass.

With the rapid growth of Point Judith as a fishing center, plus greater use by charter fishing and pleasure craft, the need for harbor improvements has become increasingly apparent. As a result, the South Kingstown Waterfront Resources Committee, headed by Capt. Wm. H. Knight, recently presented a detailed survey to the U. S. Corps of Army Engineers, outlining proposed navigation improvements and hurricane protection. Among the recommendations are those calling for wider and deeper channels in the lower and upper Salt Pond areas.

Outlet For Trash Fish

A tremendous impetus has been given the Point Judith fleet by the Point Judith Dehydrating Process Co., which established its industrial fish plant in 1950. John Ryan is president of the concern, with Edward H. Harvey as local manager.

A new system of unloading developed and installed through the joint efforts of the firm and Point Judith Fishermen's Cooperative, has just been placed in operation. With the new method, fish are de-watered in a tank on dock instead of inside the second floor of the plant. This has reduced the head of water needed by 50 per cent and has speeded unloading.

A new supply of water is used on each boat, instead of being re-used as heretofore, and eliminates the problem of disposing of water in the plant. Under this system, the water used for floating fish through the 10" suction line is returned to the boat and discharged beyond the breakwater when the boat goes out. Several of the boats already have purchased Brodeur Hi-Vol portable, prop-lift pumps which operate with a 2 1/4 hp. demountable engine.

Incorporated in the new unloading equipment is an automatic weighing device which weighs and records every 1000 pounds that enter the hopper at the rate of two tons per minute.

The dehydrating plant manufactures homogenized condensed fish in 50 percent solids. Red or mud hake is the principal specie used, although increasing amounts of menhaden are being processed, from which the oil is extracted. The condensed fish is a desirable ingredient in feeds as protein and growth factor.

Latest addition to the Point Judith fleet is the 67' dragger-seiner *Miss Point Judith* which arrived last month from her builder, Diesel Engine Sales, Inc., St. Augustine, Fla. She is owned by Capt. Harold and Warren Loftes, who formerly had the 65' *Menco* which is now operated by William Chapin.

Clams represent an important resource in Rhode Island, with a yearly output of 4 million pounds of meats. The State has one of the best growing grounds for clams or quahogs on the coast. The value of little neck clams has shown a considerable increase.

The growth of the clam business has helped to offset the loss of the once prolific oyster industry which is virtually extinct following ravages of oyster beds by hurricanes. Many of the former oyster beds which have reverted to the State, contain good supplies of quahogs which were not utilized when oystering was carried on.

With the rapid abatement of pollution in Narragansett Bay, new clamming areas are being opened, and the State Shellfish Advisory Committee is giving greater consideration to better utilization of resources and the application of proper conservation measures.

About 50 clam dredge boats operate in Rhode Island, the majority of which are equipped with jet dredging gear. The dredging season runs from December 1 through March. There also are over 1000 clam tongers who use outboard skiffs. Outboard motors, up to 50 hp. size, have revolutionized the operation of the tongers who formerly rowed with tide or got towed by a power boat.

Blount Seafood Corp. of Warren and Saltesea Packing Co. of Providence are the leading processors of quahogs, with much of the output being frozen for use in chowder. A large shipper of clams in the shell is Finn Seafood Co.



Lobster boats at New London, Conn. The Lathrop-powered "Loren B." (foreground) owned by Capt. Camille Burnett, and Capt. Manuel Silvia's "Fern II", which has a new B&W Lathrop LH Super 132 hp. engine with 3:1 Paragon reduction gear.

SERVING RHODE ISLAND FISHERMEN

A Dependable Market

for Fish Catches

Edible and Industrial

Good Unloading and

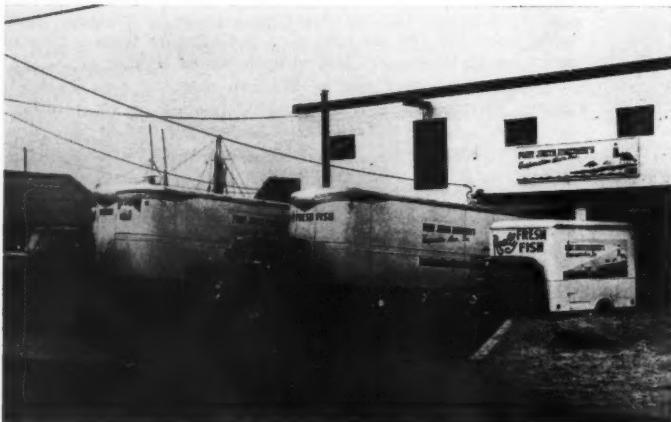
Docking Facilities



Processing, Packing and Freezing Plant for Handling

The FRESHEST OF FRESH FISH

Specializing in Flounder and Whiting



A Fully Stocked Supply Store
for Fishing Gear
and Boat Supplies

Icing and Fueling Service

POINT JUDITH FISHERMEN'S
Cooperative Ass'n., Inc.



POINT JUDITH, R. I. - TELEPHONE STERLING 3-3368 "The Freshest of Fresh Fish"

Inc. of East Greenwich, which operates the 44' buy-boat *Rival* and has a grading machine which sorts clams into five sizes.

Dragger Fleet at Newport

A fleet of 35 draggers makes regular landings at Newport, R. I., which has a good, accessible harbor. The vessels range from 40' to 80' in length with the majority in the 50 to 65 ft. bracket.

There has been a definite gain in production at Newport, and improved facilities for handling trash fish are expected to give added impetus to this growth. Butterfish, fluke, yellowtail, flounders, scup, squid, whiting, tile fish and cod are the important species, and the bulk of the catch is shipped in boxes. The smaller day boats use drums for stowing trash fish catches and barrels or boxes for market fish. About 50 lobster boats operate out of Newport, and an increase in lobstering is evident, with new, young men showing an interest in entering the business.

One of the leading fish dealers in Rhode Island is N. Parascandolo & Sons, who have a packing and shipping plant in Newport. The business is operated by Nicholas Parascandolo and his five sons, with Michael and Louis in charge of the Newport plant.

A new pump for unloading trash fish was recently installed on the firm's dock which is 200' long and 50' wide. Twenty-five draggers land catches regularly and fish is also bought from trap operators. Their fleet of trucks include 5 box trailers and 4 trash fish trailers, with trash fish being hauled to Woburn and Gloucester, Mass. They also own the 40' dragger *Nancy*.

Tallman & Mack Trap Co., Newport, is managed by Mariano Bucolo, and three Mendoza brothers. Arsen, George and Manuel are members of the firm. They own the trap boats *Chester B. Tallman* and *Vigilant*, four 35' working boats (1 steel and 3 wood) and 3 skiffs.

Paul Delgado is head of John F. Mack Fish Co., Inc., Newport trap fish producers, who have the 42' trap boat *Nora*.

Floating traps account for an annual production of 6 million pounds of fish in Rhode Island, about one half of which is scup. Among other trap net operators are Holder Wilcox and Point Trap Co. in Tiverton; Capt. J. Everett Clark and his son Willis at Snug Harbor.

George D. Lewis operates the Sakonnet River Fishing Co. dock in Newport, buying and packing fish during the summer season.

Capt. Julio Notarangelo and John Mahoney of Barrington, R. I. have bought the 50' dragger *Maureen* and will fish out of Newport.

Rhode Island Outfitting Facilities

Newport Shipyard Inc. of Newport is celebrating its 125th year, having been established as Cottrell's Shipyard in 1834. In succeeding years, it was under the Crowley and Eddy names, obtaining its present designation in 1900 when purchased by Frederick P. Sands.

Neil C. Peirson was put in as manager under Sands, and following the death of Sands he purchased the yard, which has since remained in the same family. Samuel C.



At Point Judith (R.I.) Fishermen's Cooperative, left to right: Capt. Leon Champlin, owner of dragger "Charles H." and lobster boat "Madeline II"; Norman Card, assistant manager of Co-op; Joseph A. Lewis, manager; Capt. Forrest Hoxsie of "William Chesebrough" secretary.

Spencer, who joined the yard as assistant to Peirson in 1920, is now manager, and Mrs. Margaret J. Sullivan is president and treasurer.

Newport Shipyard has three railways of 750, 400 and 50 ton capacities, machine shop, and welding, steel and wood working plant, and facilities for engine installation and overhaul, and marine electrical work.

Point Judith Engine & Supply Co., owned by Kenneth G. Gallup, provides factory authorized marine service for Detroit Diesel Division of General Motors at Point Judith. A few years ago he sponsored a boat operator's school in cooperation with the General Motors Mobile Service program to promote better knowledge of Diesel engines.

The firm has a 10,000 lb. capacity mobile crane for lifting engines in and out of boats, and employs four Diesel mechanics. Gallup, who owns the dragger *Mary Ann*, is a distributor of Fram filters, Jabsco pumps and Lister Diesels. Generator units are assembled and welding and machine work is handled.

A new design 31' x 12' x 2' 6" lobster boat is being built by Mathinos & Son Boatyard for John Papa, both of Newport. She has full length planking with no butts.

Capt. Wm. H. Knight operates Salt Pond Marine Railroad at East Matunuck, R. I., which has facilities for hauling boats up to 60' in length, 18' beam and 50 tons. A marine supply store and engine repair service are provided. Among lines handled are Palmer engines, Mercury outboards, Metal Marine Pilots, Jabsco pumps, International paint, Columbian rope, Exide batteries and Gulf oil. Capt. Knight also is a marine surveyor.

The Point Judith dragger *Jane Lorraine*, owned by Leon F. Champlin, has been lengthened from 48 to 60 feet at Round House Shipyard, Jamestown, R. I. Capacity of the Cummins-powered vessel was increased from 40,000 to 60,000 lbs.

This is the fourth fishing boat to be lengthened by the yard which has been operated by Earl C. Clark for 30



Left to right, Anthony, Louis and Michael Parascandolo of N. Parascandolo & Sons, Newport,
► R. I. fish packers.

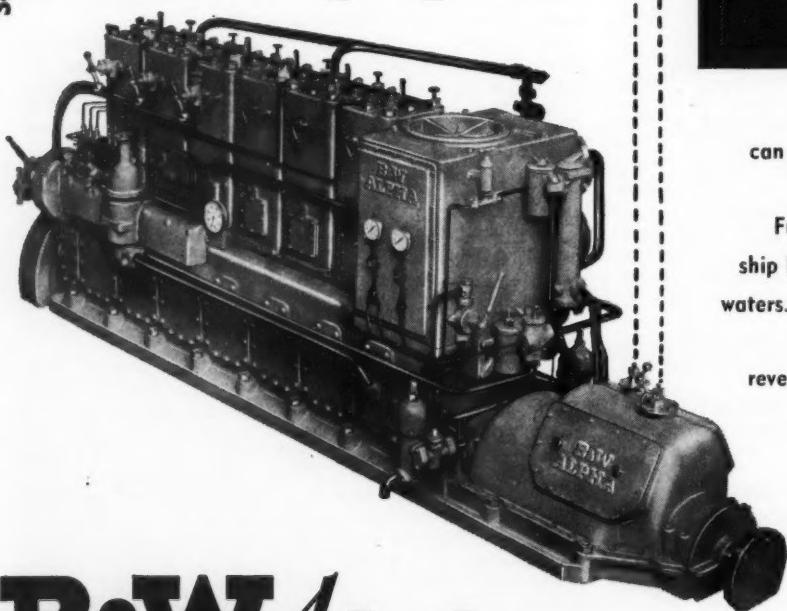
Capt. Jacob J. Dykstra, left, president of the Point Judith (R.I.) Fishermen's Cooperative Association, and John Dykstra aboard their dragger "David D." ►



Service and spares are here in the United States.

B&W

with
controllable-
PITCH propeller



B&W Alpha

*These are rugged marine diesels built by the people who build
the big diesels that power more than one third of all
the oceangoing motor vessels in the world*

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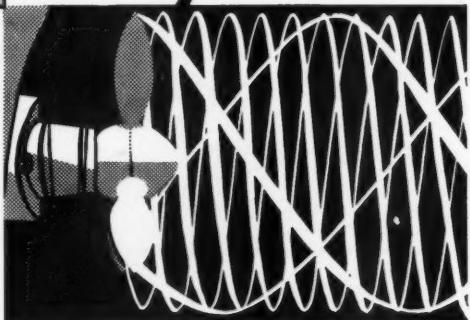
BURMEISTER & WAIN AMERICAN CORPORATION

Main Office & Plant: Mystic, Conn.

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Alpha



The controllable-pitch propeller which can be supplied with a B&W-ALPHA marine diesel engine is a real money saver.

Fuel costs are cut down right away, and a ship becomes handy even in congested harbor waters. The pitch is instantly controllable to suit weather conditions in open seas, and reversing gear is completely eliminated. The propeller always has just the right pitch to suit engine speed, and drag from a "dirty" hull can be reduced to a negligible matter.

In fact, a B&W-ALPHA marine diesel engine is far less expensive with an integral controllable-pitch propeller because it does not require a reversing gear.

Officials of Southern New England Fishermen's Association, Stonington, Conn. Left to right: Capt. John Barr, director; Capt. Dennis Cidale, "Carol & Dennis", director; Capt. James Henry, "Little Chief", vice president; Capt. Gino Rendeiro, "America", president; Jerry LeBlanc, secretary-treasurer; Capt. Manuel Cruz, "Carolyn & Gary", director.



years, and can haul up to 75 feet. Clark also owns the Galilee Grocery which supplies the fishing fleet at Point Judith.

Red Wing engines and a line of engine accessories are distributed by L. M. Goff Co. of Providence. Items handled include Barr marine conversions and replacement manifolds, Blue Streak ignition cables and parts, AC Spark plugs, Walter keel coolers, Valvoline oil, Cole-Hersee switches and Exide batteries. Goff also is producing the Atlantis "250" V-8 marine engine, utilizing the GM Impala block which is "seaproofed" for salt water service.

James T. O'Connell, president of J. T. O'Connell, Inc., marine supply house and ship chandlery at Newport, has been closely identified with the fishing industry since he established his business 50 years ago.

O'Connell's large stock includes Plymouth rope and heading twine, Linen Thread nets, Wickwire and Tiger Brand towing cables, B-J marine bearings, Palmer engines, Sawyer and Black Diamond clothing, U. S. Rubber boots. Columbian Bronze propellers, Tobin Bronze shafts, White compasses, Jabsco pumps, Tarr & Wonson, International and Dupont paints, Raytheon electronic equipment and Kohler generating sets.

O'Connell is president of Newport Oil Corp., Gulf oil distributors, and operates J. T. O'Connell Co. in Providence and J. T. O'Connell Supply Co. Bristol, R. I. Lester Coggeshall is manager of the marine department.

Robert W. Merriam of Merriam Marine Radio at Point Judith reports that the majority of boats 45 feet and up in the local fleet have fish finders. There is a trend toward having two electronic instruments of each type aboard fishing boats. The 58' *Joyce Ann*, for example, owned by Capt. Jack Westcott has two telephones, depth sounders, lorans, and fish finders, as well as radar. Merriam, who is a registered professional engineer, handles Bendix, Apelco, Edo, Sperry, Lavoie and RCA products.

Holgate's Boatyard of Snug Harbor, R. I., owned by Donald Holgate, has completely rebuilt the 50' *Aggie M.* for service as an ocean quahog dredger. Owned by State Shellfish Co. of Oakland Beach, R. I., she has had new

decks, superstructure, rigging and fastenings. A wide boat with 17' beam, she has a new 6-71 General Motors Diesel.

State Shellfish produces mahogany quahogs dredged in Block Island Sound, which are packed in gallon cans and 5-lb. frozen packages. On the *Aggie M.* the quahogs are loaded into 60 lb. boxes on deck and moved on a roller conveyor. Catches are unloaded at Point Judith, and the firm also handles production of the Capt. Lemuel Hobb's *Elizabeth B.*

Holgate is equipped for building and major repairs, hauling boats up to 50 ft. Two years ago the yard built the 40' dragger *Virginia Marise*, owned by Capt. Joe Whaley, Sr. of Point Judith.

Norton's Shipyard in Newport, operated by Frank H. Norton, recently hauled the *Four J's* of Point Judith for painting and shaft straightening. Built by Harvey F. Gamage of So. Bristol, Me. last year, this 59' boat is owned by Capt. John S. Cottle.

Hanson's Boat Yard of Wakefield, owned by Alexander McKenzie, has overhauled the 42' lobster boat *Thelma & Frances* owned by Capt. Frank Tinker of Block Island.

Capt. Robert L. Hemstead of Wickford is an approved compass adjuster, specializing in fishing and commercial craft. He is a representative for E. S. Ritchie & Sons, Inc. on sales and repairs, and provides analysis of electromagnetic and steel disturbance problems.

Blount Marine Corp., operated by Luther H. Blount at Warren, R. I., is equipped to build welded steel fishing boats.

Connecticut Fishing Ports

There are nearly 60 draggers owned in Connecticut, but about one third of them currently are landing fish in out-of-state ports, such as New Bedford, Newport, Greenport and Point Judith. Over one half of the fleet hails from Stonington with most of the balance owned in Bridgeport, New Haven, New London and Mystic. The majority of vessels are in the 40 to 60 size range. Many of the craft are day boats, making daily trips into Long Island and Block Island Sound areas, generally boxing their catches aboard. Trip boats, out from two to five days



At Mystic, Conn., left to right, Joseph Geroud, dock manager for Mystic Marine & Commercial Fish Co.; Capt. Aldo Bacchicocchi, Jr., skipper of "Baby 2nd"; Wilbur and Robert MacDonald, owners of "Karen & Linda"; Aldo Bacchicocchi, Sr., owner of "Baby 2nd".

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Complete Machine Shop

Engine Installation

Carpenter Work—Welding

600-TON RAILWAY • 450-FOOT DOCK

Whitlock Rope

Pettit Paint

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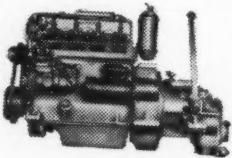
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Low Cost Power with a
Reliable, Light Weight
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BARR Marine Conversions and Replacement Manifolds

MARINE ENGINE
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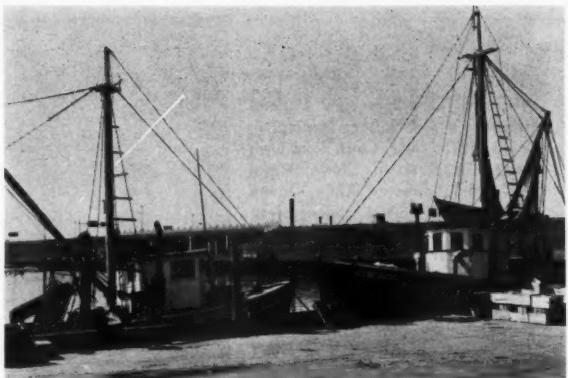
ANTONIO C. LONGO, Owner

LONGO'S EXPRESS

Fish Caught, Packed & Shipped
Same Day

STONINGTON, CONN.

JEfferson 6-9020



Draggers at City Dock, New Haven, Conn. The "Sa Maria Mare", left, is owned by Capt. Andrew De Lando, has 6-71 General Motors Diesel, and was built by West Haven Shipyard. The "Two Brothers", with Waukesha Diesel, is owned by three brothers, Andrew, Gabriel and Willie Gargano.

go out as far as the Gulley, up to 90 miles from port, fishing in 50 to 70 fathoms.

Connecticut is an important fluke area with best catches of this species from July through September. Porgies are abundant in Summer, flounders are predominant in Winter, and cod is caught from November through February.

A progressive organization serving the Connecticut fishing boat owners, fishermen and dock owners is the Southern New England Fishermen's Association Inc. of Stonington, which was established 1931. President of the group is Capt. Gino Rendeiro of America, while Capt. James Henry of Little Chief is vice president, and Jerry S. LeBlanc, secretary-treasurer.

Representing 35 draggers, the Southern New England organization, has developed a group insurance plan with desirable rates for fishing boat coverage, and is striving for better harbor protection.

Capt. Israel M. Jacobs, business manager of the association has been very active in promoting the best interests of the Connecticut fisheries, as well as working for the betterment of port facilities, particularly in Stonington. Jacobs is Connecticut Commissioner of the Atlantic States Marine Fisheries Commission, and on the executive board of the North Atlantic Section. He has worked closely with Federal and State fishery agencies on scientific and economic projects, and is keenly aware of the need for greater interstate cooperation. He points out that the marshlands of the Connecticut shoreline have a tremendous potential as fish breeding grounds, but must be properly managed.

Two concerns provide unloading, packing and icing facilities at Stonington, and now are handling about 15 draggers. They are Bindloss Marine Station, owned by John Bindloss, and Longo' Dock, owned by Antonio C. Longo. Unloading equipment for trash fish is maintained by Longo, who also has Longo's Express for transporting market and trash fish.

Bindloss operates two boats, the *Pvt. Frank Kessler* and *William Chesebrough*. Longo owns the *Lt. Thomas Minor* and has just acquired the 60' dragger *Mandalay* from James Lawrence of New London, which will be skippered by Capt. Paul M. Bergel. Another recent addition to the Stonington fleet is the *Mildred W.*, Capt. Walter Heck, formerly of Point Judith.

Five draggers are regularly fishing out of Mystic: *Baby 2nd*, *Karen & Linda*, *Catherine*, *Gertrude*, *Mildred & Myra*. During the hurricane season, 25 or 30 vessels may come into Mystic because of its safe harbor.

Mystic Marine & Commercial Fish Co. ices and packs the catches which are consigned to New York's Fulton Market. Varieties produced are fluke, sea bass, scup (porgies), black backs, yellowtail, gray sole and tilefish. Quite a few swordfish are landed in Summer.

The oyster business has always been an important segment of Connecticut's seafood economy, but because of

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Three Marine Railways—750, 400, 50 Ton Capacity

FULLY EQUIPPED FOR WELDING, ELECTRICAL WORK
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Boat Building and Repairs

Three Railways—Capacity Up to 80 Tons

ALSO

Serving the Fishing Fleet
with Groceries At

GALILEE GROCERY, GALILEE, R. I.



Left: John Bindloss, owner of Bindloss Marine Station, Stonington, Conn. He is on advisory committee of American Delegation to International Commission for Northwest Atlantic Fisheries. Right: Antonio C. Longo, owner of Longo's Dock, Stonington.

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all sizes and types stocked or made to order

LINEN THREAD WALL & PLYMOUTH
Netting & Twine Rope

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Stonington, Connecticut

50 YEARS OF SERVICE To The Fishing Industry

PLYMOUTH Rope & Heading Twine
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Viking 6-2220

NEWPORT, RHODE ISLAND

heavy infestation of starfish, production has declined in recent years. However, it is hoped that the intensified eradication programs of Federal and State agencies will reverse the downward trend.

Last year, the State had a good set of oysters despite the fact that the oyster population was the smallest in many years. This situation disproved the generally accepted theory that it takes a large number of oysters to produce good spawning results.

Among concerns in the oyster business are H. J. Lewis Oyster Co., Bridgeport, Andrew A. Radel Oyster Co., Frederick F. Lovejoy, Wallace Bell, Bloom Bros., Tallmadge Bros., and J. J. W. Elsworth Co. in the Norwalk area; Bluepoints Co., Milford; F. Mansfield & Son, Sea Coast Oyster Co. and McNeil-Dolan interests in New Haven. Several Long Island firms work oyster beds on the Connecticut shore.

There has been greatly increased activity in clams during the past two years in Connecticut, and some of the oystermen have shifted to this line. Most of the clams are being harvested with jet rigs, and oyster boats can be easily adapted for handling clams.

Outfitting Firms in Connecticut

A long history stands behind Geo. W. Wilcox Co., fishing gear dealer at Mystic, Conn. The business was established by George W. Wilcox, now 95 and retired, who was a fisherman for 50 years. He first sold nets off his boat with the late D. Elmer Wilcox, moving to a boat house in 1928. His other brother, who is 100, still knits lobster pot funnels for the firm.

Alfred R. Wilcox, grandson of George, who became proprietor in 1950, reports 90 percent of nets now handled are synthetic type. The concern specializes in making trawl nets of all kinds and uses Linen Thread Gold Medal netting. Also stocked are lobster pot material, Plymouth and Wall rope, Spongex floats, Tiger Brand wire rope, McKay chain, Danforth anchors, Woolsey paint and marine hardware.

Underwater marine machine work is a specialty of Essex Machine Works, Inc., Essex, Conn., which has factory equipment for propeller reconditioning up to 72" diameter, as well as shaft straightening. The firm manufactures hand winches and zinc anodes for galvanic corrosion, and supplies rudder assemblies, couplings, bearing and struts.

Michigan and Federal propellers to 30" diameters are carried in stock, as are Monel and Tobin Bronze shafting. Essex Machine Works is distributor of Exide Marine batteries, Walter fresh water cooling and V-drives, and Goodrich Cutless bearings. Four trucks are kept on the road for making pick-ups and deliveries in the Southern New England territory.

Diesel Service, Inc. of West Haven is State of Connecticut distributor for Detroit Diesel Engine Division of General Motors Corp. on marine and industrial engines. Complete parts and service facilities are maintained and a modernly equipped shop has an engine dynamometer for

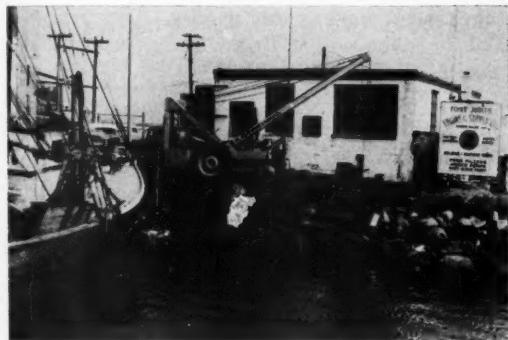
Complete DIESEL SERVICE

for the Fishing Fleet

Factory Authorized

GM MARINE SERVICE DEALER

Full Stock of Parts and Accessories



Our Staff of Diesel Technicians—Ready to Serve You

Dockside Facilities for Installations & Repairs

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Kenneth G. Gallup, Proprietor

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STERLING 3-3501

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For Discharging Water
from Trash Fish Boats
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NEW BRODEUR HI-VOL Portable Prop-Lift-Pump

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| ★ Light weight | ★ Hi-capacity |
| ★ Simple design | ★ Efficient |
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Quickly demountable engine in handy, carrying case

Briggs-Stratton 4-cycle, 2 3/4 hp. engine

Manufactured in lengths of 4 to 14 ft.; capacity to 24,000 gal. per hr.; weight of pumps 34 to 64 lbs.

Write for complete information

BRODEUR MACHINE CO., Inc.

Pump Division

62 Wood Street

New Bedford, Mass.

PARASCANDOLO of NEWPORT

A Good Place To
Sell Your Catch

One Of Rhode Island's
Leading Fish Dealers

Ample Docking Space
Packing and Shipping Facilities

New Pump Now In Operation
For Unloading Trash Fish

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NEWPORT

RHODE ISLAND

— Attention Commercial Fishermen —

There's a HOPE Net for every purpose, and a heavy demand for every HOPE Net — because fishermen, fishing in all waters, have found that it stands up under the toughest conditions no matter where they fish.

Let us show you, too, what our quick service and high quality net products can do to increase your catches — increase your profits.

Don't Hope for the Best — USE HOPE

COTTON NETTING FOR
SEINES POUNDS AND TRAWLS
NYLON, LINEN AND COTTON GILL NETTING

HOPE FISH NETTING MILLS, INC. HOPE, RHODE ISLAND

up to 500 hp. Charles W. Lewis is parts manager, Gordon B. Lafo is service manager, and Kenneth E. Neff is marine application engineer.

Adjacent to Diesel Service, Inc. is West Haven Shipyard, Inc. which specializes in commercial construction and repairs, having built several oyster and fish boats as well as the *Shang Wheeler*, fisheries research vessel. Two ways handle up to 300 tons and there is over 300 ft. of dock space. Thomas F. Whalen is yard superintendent, Ronald C. Clark is president of both cooperations, while Edward H. Clark is secretary, as well as general manager of Diesel Service.

The 60' *Gannet*, largest dragger at New Haven and owned by Capt. Frank Orso, was recently hauled out at West Haven Shipyard for hull work and painting.

Hitchcock Gas Engine Co. of Bridgeport, Conn. has made hull repairs, painted and caulked and added new fuel tanks on the 65' dragger *Marie & Julia*. The boat is now owned by Stephen Goullesh of Fairfield and fishes out of New Bedford with John Hause as skipper. The firm has rearranged the hauling gear on the 52' dragger *Lisboa* now owned by Harold Kolvig of Fairfield, and operated out of Stonington.

Established in 1905, the Hitchcock concern is operated by John W. Brown and his son, J. Robert Brown. Complete machine shop, welding, carpenter and engine installation facilities are provided. The firm has a 600-ton rail-

way and 450-ft. dock, and stocks Jabsco pumps and repair parts, Tobin Bronze shafts, Pettit paint, Columbian propellers, Whitlock cordage and Bowers batteries.

Edward P. York of York Marine Radio, Stonington, has installed a new 20-watt Ray Jefferson telephone and APN4 loran in the *Carl J.*, owned by Capt. Antone Henry, Jr. of Stonington. The same type telephone and a Bendix DI-3 depth indicator have been put aboard the 40' dragger *Emerald*, owned by Orrinton Hanscom, which is a new addition to the New London fleet. York handles the Apelco, Bendix and Pearce Simpson lines.

A line of boat supplies is carried by Noank Marine Exchange, Stonington, managed by Irwin H. Jacobs. Included are Fitler rope, American Chain & Cable wire rope and fittings, Jabsco and Goulds pumps, Ritchie and White compasses, Pettit paint, dories, and charts.

Mystic Marine Railway of Mystic, owned by Larry Brustolon, recently finished a complete engine overhaul on Capt. Walter Schroeder's dragger *Irene & Walter* of Mystic.

Among other suppliers for the Connecticut fishing fleet are H. O. Penn Machinery Co., Inc. Caterpillar Diesel dealer with branch at Newington; Connecticut Marine Instrument Co., Essex, electronic instruments; Cummins Diesel Engines of Connecticut, Inc., Hartford; Franklin G. Post & Son, Inc., shipyard, Mystic; Stonington Boat Works, Inc., Stonington; Elwell B. Thomas Boatyard, Stonington.

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Approved Adjuster
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Representative for
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GULF OF MEXICO

Texas Bait Dealers and Bait Shrimpers Organize

Officers and directors of the recently-organized Texas Retail Bait Dealers and Bait Shrimpers Associations were elected at a meeting held in Aransas Pass recently. E. B. Tyler, Corpus Christi, was elected president; D. E. Updegrave, Aransas Pass, vice-president; and J. D. Derrough, Bayside, secretary-treasurer.

Directors include E. L. Siskow and J. D. Ghilain for Port Isabel-Brownsville area; John Millina of Port Aransas; Jack Smith of Rockport; E. Murphy of Port Lavaca; Charles Faktor of Palacios; W. S. Hindman and E. B. Tyler of Corpus Christi, and D. E. Updegrave of Aransas Pass.

New Harbor for Port Lavaca

Port Lavaca, Tex. has received bids for the Harbor of Refuge to be built within the city. Congress granted \$377,000 for the project to be used in conjunction with the money set aside by the Navigation District.

This is part of a long-range channel and navigation improvement in the area to cost when completed, almost \$20,000,000. The projects will extend from the Pass Cavallo on the Gulf of Mexico to the city of Victoria, about 40 miles inland; with deep water channels to the Alcoa Aluminum Plant. When completed, Port Lavaca will be in a position to reclaim its prestige among the important seafoods ports on the Gulf.

Texas Shrimp Controls Passed by House

The House last month passed 134-3 a shrimp conservation bill which would close the season in the bays from December 15 to August 15 and would set a 45-day closed season in the Gulf generally from June 1 to July 15.

However, some House members who worked on the bill for five weeks in subcommittee said they expected it to run into enough trouble in the Senate to require a joint conference. There is now no closed season in the Gulf and shrimpers are permitted to work the bays from September 1 to December 31 and from March 1 to July 1. Bay bait shrimpers could take shrimp during the closed season for sale as bait only.

It is believed the bill would prevent the taking of shrimp when they are young—a young shrimp increases its size four times in 30 days. The bill also would put teeth in enforcement provisions preventing the taking of red shrimp which require more than 65 to make a pound or 50 a pound for white shrimp.

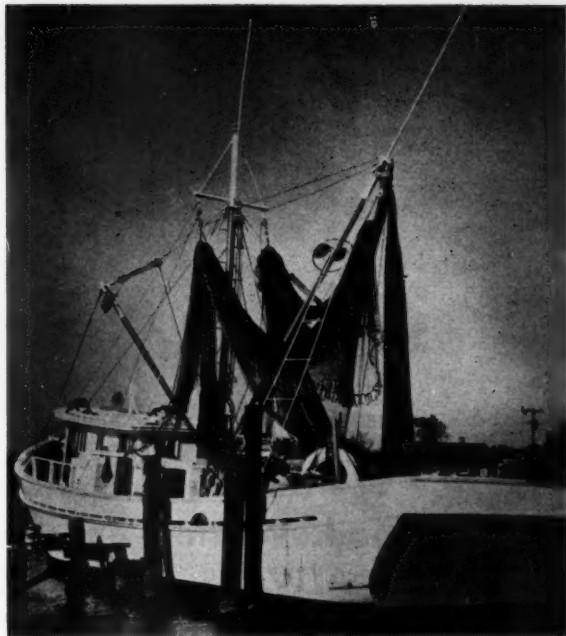
Aransas Pass Association Elects Roberts

The Aransas Pass, Tex. Shrimp Association re-elected C. O. Roberts, shrimp boat owner and veteran seafoods operator, as president of the year-old group at an election of officers last month. J. B. Johnson was elected first vice-president; Eugene Webster was named second vice-president and L. E. Ray was re-elected secretary-treasurer. The new Board of Directors includes Burwell A. King, E. C. Peterson and Joe Buckmaster.

The new directors' first official action was to vote to co-sponsor the annual Shrimp-O-Ree celebration this fall in conjunction with the Junior Chamber of Commerce. They also agreed to sponsor a booth in the Trade Fair at Corpus Christi this spring to give publicity to the shrimp-ing industry.

Mississippi Firm to Erect New Freezer

Drake-Wilson, a division of the International Tuna Corp. of Pascagoula, will erect a \$100,000 blast freeze and



The shrimper "Lady Phyllis" is owned by Ashton Cheramie of Cut Off, La. The 65' vessel is powered with an Allis-Chalmers 275 hp. Diesel with a 3.88:1 reduction gear. She operates out of New Orleans.

storage plant on Pascagoula River, according to company president Cecil Drake. The building plans are in the final drawing stage and are expected to be completed in time for construction to begin in June.

The Drake-Wilson operation has been in existence about two years, processing and freezing trash fish. This is sent to some 5000 mink ranches throughout the country. The company is working toward a 15,000-ton per year distribution.

Alabama Seafood Violations Decline

Violations of Sea Food Division regulations in Alabama waters are showing a decrease, according to officials of the division. Ralph Allen, Jr., acting chief of the division recently praised the cooperation of oystermen and fishermen in complying with the regulations.

One of the division's recent reorganizational charges was the appointment of Sea Food Warden Herbert Russell as a liaison officer. He is assigned to keep in constant contact with fishermen, oystermen, commercial sheds and others in the sea food industry.

He also is making a survey to determine the number of people working in the industry of Alabama and the number of boats used. One of the purposes of the survey being conducted by Russell is to determine the amount of sea foods harvested in Alabama waters. Information on this is important as a guide to help set up programs for the best sea food production. One program planned by the division includes oyster-planting to insure future supplies.

Ashley Galloway, Sr.

Ashley Galloway, Sr., 43, died in Morgan City, La., last month. He was an expert shrimper and was the champion fisherman of Morgan City in 1953 and 1955, reigning both years as king of the Louisiana Shrimp Festival.

Galloway was a charter member of the Twin City Fishermen's Cooperative Assoc. and served as chairman and member of its board of directors. He was owner of the trawlers *Jean Frances* and *Tar Heel*.



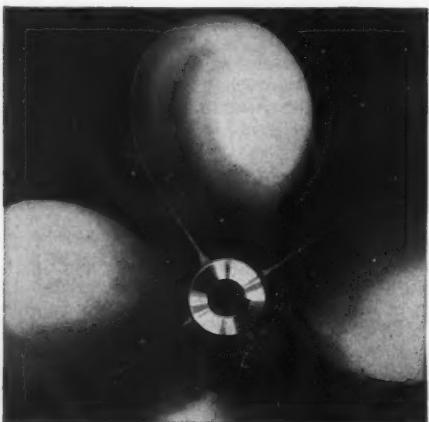
62' Trawlers recently added to the expanding fleet of Southland Shrimp Co., Bayou La Batre, Ala. Equipped with 46 x 36 Federal Propellers.

Once you have tried 'em,
you'll ALWAYS use
**FEDERAL
PROPELLERS**

You'll discover that FEDERAL Wheels are not only outstanding performers . . . but of equally great importance, you'll find that they stretch your propeller dollars to the limit. That FEDERAL B-BRONZE of which they are cast is REALLY TOUGH . . . much, much more corrosion resistant than ordinary bronze, and yet easily repaired in case of damage. Let your next wheel be a FEDERAL . . . you'll find it puts money in your jeans.

For a FREE expertly engineered propeller recommendation that will give your craft the best performance of which it is capable see your Federal dealer or write for Propeller Analysis form.

FEDERAL PROPELLERS
GRAND RAPIDS 2, MICHIGAN



Would Preserve Louisiana Marshlands

A committee of technical experts reported to the Louisiana Wild Life and Fisheries Commission recently that the proposed Jefferson Parish Seaway would cause tremendous economic loss to oyster, shrimp, fish and wildlife resources in Louisiana. The construction of such a channel could destroy oyster beds, and fishing and nursery grounds. Similar opposition was voiced through a resolution of the Louisiana Wildlife Federation which condemned any further seaway construction which would endanger fish or wildlife.

Harry McGinnis, vice-president of the National Fisheries Institute has been widely commended for his statement before the Louisiana Wildlife and Fisheries Commission in January which is believed to have been in large part responsible for the appointment of the committee of technical experts who prepared the above adverse report for the Commission.

In his opposition to the seaway, Mr. McGinnis was joined by spokesmen for the Louisiana Oyster Dealers and Growers Assoc., the Jefferson Parish Taxpayers Committee and the Louisiana Wildlife Federation.

Bait Boat Converted to Seiner

(Continued from page 9)

Bendix ADF-100 automatic direction finder that covers from -100 kc to four megacycles with an automatic bearing in 1/15th of a second. A Bendix recorder DR-12, 200 fathom with wide and narrow bands, was installed by Fellows and Stewart. The wide band is used for locating fish and the narrow band for navigation. Radar is an SO type, Navy surplus which was installed several years ago.

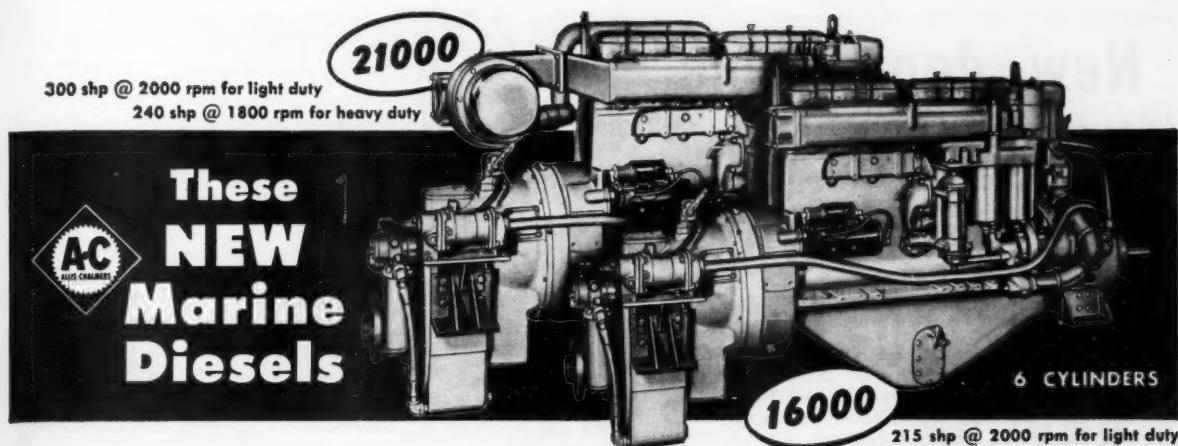
After a trial run off San Pedro which took just over an hour, the *Santa Helena* returned to port, provisioned, and set off for Mexico under the guidance of Capt. Frank Gargas, San Pedro, who has been a seiner captain on several boats since 1945. The vessel carried a crew of 12, one less than it did as a bait boat. On the trip the boat fished primarily for yellowfin tuna to be brought to San Pedro. At the end of the first week she had taken 185 tons of fish.

The *Santa Helena* shifted back to seining due to studies by tuna industry experts that indicate thanks to the new power blocks, that seining is now the more efficient way to catch tuna. Bait boats necessarily take more time hunting for bait, time which the seiner uses for catching the money fish. Also, bait fishing at its best usually utilizes only a small part of any school, while with the quick setting and recovery possible with the power blocks, seiners make two or three sets on a good school, taking a bigger share.

A third consideration is that the seiners also can be used for bluefin tuna, mackerel, and even sardines, three species that are good money-makers, but are almost impossible for bait boats to catch profitably.

Before the advent of the power block, bait boating was more profitable because the slow method of recovering nets made it possible for seiners to get only one set or so on a school. Thus, the school often broke up or moved off before the seiner could take advantage of it. With the power block, a set can be made and retrieved in a hour by a competent crew enabling a boat to really work a school completely in a short space of time.

For Van Camp, the *Santa Helena* will undoubtedly be a big producer in the years to come. For the San Pedro fleet, she is the new King, reviving hopes of the fleet itself coming back to its former pinnacle as the top tuna fleet of the world. For the fishing industry it is proof that the industry is ready, willing, and capable of meeting challenges pressed upon it from any source of competition.



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ALLIS-CHALMERS



POWER FOR A GROWING WORLD

"Lady Kossie" is Number 800

(Continued from page 10)

shrimper, powered by a new series 6-110 General Motors Diesel, model 62207, rated 227 hp at 1800 rpm with 4.5:1 reduction gear. The engine swings a 50" diameter, wheel on a 3" x 18" Tobin Bronze shaft, with a Goodrich Cutless rubber stern bearing. The 4-bladed, Columbian variable pitch propeller, the Fishmaster, is specifically designed for trawler service, and incorporates the latest advancement in propeller manufacture. It is a solid, one piece propeller, but it has different amounts of pitch at various radii.

Seven tanks give a fuel capacity of 8000 gallons, while the two water tanks hold 800 gallons and the lube oil tank, 55.

The new vessel has a beam of 18' 6" and a draft of 8' and it is framed with steam bent oak on 12" centers. Her planking is $1\frac{1}{2}$ " select cypress and fir, while her decking is 2 x 4" K. D. pine. Deck beams are 4 x 4" pine on 12" centers. The transom is 2" pine doubled, the shaft log, deadwood pine, the bowstem, oak and the keel, 9 x 12" fir.

Built of cypress with pine studding, the deckhouse is 24' long by 9' wide. It has 11 windows, 4 doors, and Perko running lights. The ceiling is marine plywood, the floor 2" pine and walls V joint cypress. It contains the wheel house, the galley and 4 bunks. The galley has a stainless steel sink and a 4 burner, oven type, Real Host Stove.

Styrofoam insulation is used in the fish hold which has a tonnage of 34. The boat has Henderson and Johnson non-skid white paint on the deck, Interlux by the International Paint Co. on the hull and deckhouse, and Navicote antifouling paint on the bottom.

Electrical equipment is comprised of a 2000 watt Onan generator with a Petter Diesel auxiliary, and Yocam batteries. The boat carries a 5" Ritchie Globemaster compass, One-Mile-Ray searchlight, Metal Marine automatic pilot, Bendix depth recorder, 3 Kidde fire extinguishers, Goulds bilge pump with a Jabsco auxiliary, and a Buell air horn.

Deck gear includes a "CMC" Model SH3R hoist, Madesco tackle blocks, Columbian Rope and Bethlehem cable. The vessel has two $4\frac{1}{2}$ " diameter, 26' long outrigger booms, an 8" steel reinforced mast, a 6" steel pipe boom, $\frac{3}{4}$ " galvanized rigging cable and rods, and 10" galvanized Hammond towing blocks. The vessel has a gross tonnage of 74.

Just a year ago, Diesel Engine Sales completed its 700th trawler, the *Caribbean Sea*. The yard began construction in 1943 with the *M. A. Bowlin*, and has shown special recognition to every hundredth boat. These have included *Jim Melton*, 100; *Sunshine*, 200; *Tern*, 300; *Miss Four Hundred*, 400; *Goodwill*, 500; *Mary Call Collins*, 600; and *Caribbean Sea*, 700.

The firm also has a boat yard at Fort Myers, known as Diesel Engine Sales of Fort Myers, Fla., Inc., which builds shrimp boats as well as doing repairs and making overhauls. Other allied corporations include Diesel Corporation, St. Augustine; Marty's Wheels Inc., St. Augustine; Rivers Lumber Company, Jacksonville, Fla.; J. H. Barnes Lumber, Co., Hastings, Fla., and J. M. Keeley Sales, Inc., Miami, Fla.

Just recently, through its subsidiary Diesel Corporation, it has taken over General Marine Boatyard, Inc. of Fort Myers Beach, Fla., formerly owned by John Pterudis and Donald Kiesel. The Diesel Corporation will continue to build shrimp trawlers and make marine repairs under the management of Kenneth Pacetti, general manager and vice president.

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now renamed "Dalzellable"

Now this busy tugboat is back at work around New York harbor—better than ever with a Cat D397 Turbocharged Diesel Marine Engine and matching Cat No. 3181 Marine Gear in her hull. Her owners, Dalzell Towing Co., Inc., New York, N. Y., and their operating company, Tice Towing Line, Inc., can be sure of good performance when they own a Cat Diesel Marine Engine—doubly sure when it's backed by H. O. Penn Machinery Co. service and parts facilities. In this case the entire contract for removal of the old engine and installation of the new was handled by the H. O. Penn Engine Division. You can be sure, too—for the same reasons!



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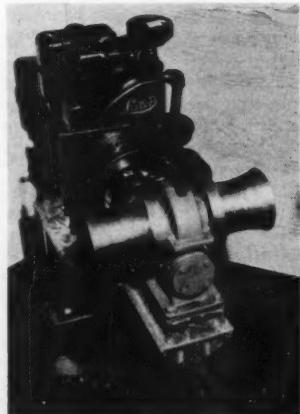
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GREAT LAKES

Closing Lakes Trout Fishing Opposed by Fishing Group

The Lake Superior Fishermen's Association says it is opposed to closing the Great Lakes to lake trout fishing as was proposed by upper peninsula members of the Michigan United Conservation Clubs at a pre-convention held at Escanaba, Mich. recently.

The association members feel that it is not possible to close lake trout harvest without also closing production of whitefish because, with gill nets especially, whitefish are caught in the same water depths as lake trout in normal commercial fishing operations.

They also stated that trout of the size generally caught in legal 4½ inch mesh nets are of a size large enough to become targets for adult feeding sea lamprey.

The proposal approved at the meeting called for closing the Great Lakes to lake trout fishing, both commercial and sports, until the species is restored.

The proposal, made by James Brown, St. Ignace and Charles Blanck, Moran, was a two-part plan, calling for:

1—Closing the Great Lakes to the taking of lake trout and the adoption of strong legislation to greatly restrict and control fishing of all kinds which would effect the rehabilitation of lake trout.

2—Reopening all possible hatcheries for the propagation of lake trout and beginning restocking the Great Lakes with this species now.

Michigan Landings Increase

Michigan commercial fishermen did better last season than they did in 1957 and a preliminary report from the fish division of the Michigan Dept. of Conservation shows the 1958 catch amounted to nearly 24,000,000 pounds, valued at over \$2,800,000, as compared to the previous season's catch of slightly under 22,500,000 pounds valued at \$2,500,000.

Two new records were set as chubs and smelt were taken in greater numbers than before. In terms of dollars, chubs last year brought in the most money for any single fish. The new record smelt catch was 6,213,500 pounds, compared to the previous high of 6,185,800 pounds, taken in 1956.

Lake Michigan was the leading producer at 11,776,000 pounds; Lake Superior was second, Lake Huron third and Lake Erie fourth.

Trout Restocking Project

In a cooperative effort this spring, Wisconsin, Minnesota, Michigan, Ontario and the U. S. Fish and Wildlife Service and the Great Lakes Fisheries Investigation agency will make the first "management" type of lake trout restocking in the Great Lakes since the predatory sea lamprey made disastrous inroads on this fish.

Late in May, approximately 750,000 yearling lake trout will be available for planting. Some will go to Georgian Bay, on the Canadian side of Lake Huron, but the majority will go to Lake Superior.

The newly-planted lake trout will be about five inches long and the theory is that by the time they grow large enough to become lamprey prey, the sea lamprey control system will minimize chances of loss from this cause.

Tagged Trout Show Promise

A number of Lake Superior commercial fishermen operating in Wisconsin waters reported that in their summer production of lake trout there were substantial numbers of tagged fish. These tagged lake trout were planted by the state Conservation Department about 4 years ago. As a means of replenishing lake trout populations in the Great Lakes this indicates to be a good method. Lake trout planted by Brown Fisheries in Whitefish Bay indicated good recovery. The fish seem to hang around the original waters for about two years before they seek new pastures.

New Rebuilding Method

The T. D. Vinette Boat Works, Escanaba, Mich. has developed a method by which a welded steel shell is applied over a wooden hull. In effect the finished product is a steel hull with a wooden inner liner. The outer steel hull, as well as the original wooden hull, is water tight. Boats which undergo this treatment have the rails and covering boards removed, and the hulls repaired before the heavy ice iron is applied to them. The seams are then all welded and new rails and covering boards added. Two of the first boats to get this new treatment are the Jackie C., owned by John Cross of Charlevoix, Mich. and the Lucille, owned by Ralph Cross of Saugatuck, Mich.



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Like all DESCO trawlers, the "Lady Kossie" has the built-in quality that assures profitable, trouble-free operation. Nothing but the finest materials and equipment go into our boats. Every



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When it comes to building fishing boats, there's no substitute for "KNOW-HOW", and no builder has it like DESCO.

You can have confidence in a DESCO Trawler

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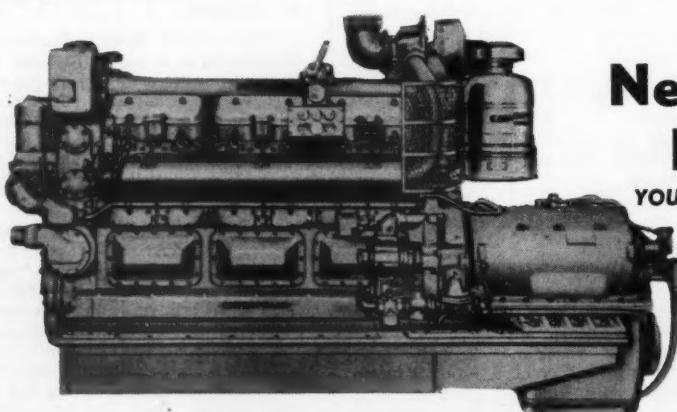
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EQUIPMENT and SUPPLY NEWS

Gale Introduces Buccaneer-Sovereign Outboard Line

Gale Products, division of Outboard Marine Corp., Galesburg, Ill. has been introducing its line of seven Buccaneer, Sovereign models which range from 3 to 35 hp., in the largest advertising and promotion campaign in the company's history.

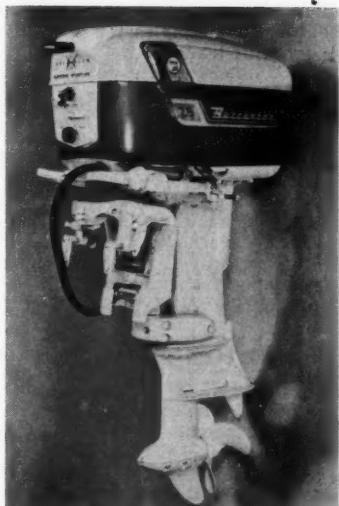
The Buccaneer 25 hp. Electric Model 25DE15B features idle stop to prevent stalling, a fuel capacity of 6 gallons, exhaust muffler and carburetor intake silencer for quieter operation which is also insured by a completely enclosed, rubber mounted power unit. Operating lock and release allows motor to tilt when it strikes a submerged object. Synchronized spark and throttle are adaptable to remote shift and throttle controls.

Available now on special order, Sovereign 35's are equipped with factory installed, 12-volt generators, previously offered as an accessory for dealer installation. The generators have an output of 10 amps, adequate for most boat needs. They include a voltage regulator to prevent battery overcharge, and an ammeter to indicate charging rate.

Sheppard Announces New Diesels

Announcement has been made by The R. H. Sheppard Co., Inc., of Hanover, Pa., of the addition of two new propulsion diesels to their line of marine engines. Both new Sheppard Diesels were designed specially for use as life boat propulsion units, although they are adaptable to numerous other applications.

The new engines are rated 50 and 25 hp. and are designated as Model 19CGLB, a 4-cylinder engine, and as the 2-cylinder Model 17CGLB. Both diesels are designed for easy hand starting without fluids in temperatures as low



Gale Buccaneer 25 hp. outboard

as 45 degrees F. The manufacturer states that starting aids are offered to assure starting in much lower temperatures.

Light weight and compact of design, the Sheppard Diesels are equipped with a 2-man high level crank, zinc chromate treated pans, Chevron starting aids, compression releases with primer, Manifold heaters if electric starting is supplied, and thermostatically controlled raw water cooling system. The primers is an alternate to the Chevron system and uses cigarette lighter fluid or gasoline.

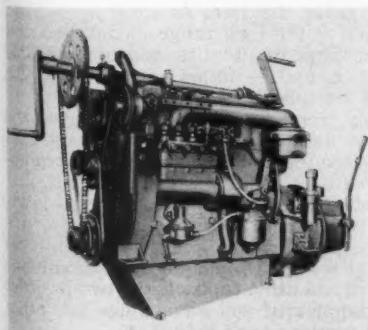
Columbian Nylon-Flax Rope Introduced

A new combination of nylon and flax fibre used as rope has been developed by Columbian Rope Company, the firm recently disclosed. The new combination overcomes the drawbacks of an all synthetic line while making full use of nylon's strength and durability. It is claimed to stay wet and run cool even when used with power winches.

The nylon-flax is stronger than cotton and outlasts average natural fiber rope, according to the announcement. Exhaustive testing has shown the new rope to be excellent for purse lines, and for deep-water lobster warp.

New International Paint, Varnish Remover

A non-inflammable paint and varnish remover, designed so that it needs no neutralizing agent and will not run on vertical surfaces is now being offered by International Paint Co., Inc., 21 West St., New York, N. Y. The new product is claimed to be safest . . . most effective . . . stay wet longer . . . and penetrate deeper. The remover is a semi-paste which is applied with a brush.



Sheppard Model 19CGLB, 50 hp. marine Diesel designed for lifeboat propulsion.

The new 12-volt dry charge Delco Marine Battery features Thermo-Rigid case, splash proof vent caps, and rope handles.



Latest Delco Battery Has New Features

A new 12-volt dry charge Delco Marine Battery has just been introduced by Delco-Remy Division of General Motors in Anderson, Ind. Distributed by General Motor's Service Division, the new Delco Battery carries a 24-month adjusted service warranty for marine application. Five new features are incorporated in the Delco Marine Battery, aimed at providing greater convenience and dependable service.

They include: Wing nut terminals of stainless steel to facilitate rapid electrical hook-up and resist corrosion. Yacht Rope handles in polyethylene sleeves are molded into the battery case for permanent carrying convenience. The Thermo-Rigid hard rubber cases are designed to withstand rugged use and resist acid absorption. Micro-porous rubber separators have been used to help absorb life-shortening shocks and vibrations. Splash-proof vent caps with special baffles are used, which return fluid to the battery while permitting free venting of gasses.



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New Caterpillar Application Booklet

Caterpillar Tractor, Co., Engine Division, Peoria, Illinois, has just produced an 8-page booklet entitled "Power At The Wheel". It is aimed at the marine market and illustrates a variety of applications for which Caterpillar marine engines have been used successfully. It describes the various sizes, types, powers and speeds of many Caterpillar-powered boats operating throughout the U.S.

In addition, production figures for many of the applications are given. Also, the book tells of some of the special features available in the engines, of particular interest to the marine trade.

Danforth Anchor Holder

The Stowaway, new type anchor holder has been recently introduced by Danforth Anchors, 2137 Allston Way, Berkeley 4, Cal. So that it may be corrosion and rust-proof, the holder has been fabricated of stainless steel, and it may be mounted in any position. Horizontally, vertically, or overhead it holds the anchor without lashings. The Stowaway is made in four sizes to fit the Danforth light weight anchors 4-S and 4-SP; the SW-2 and the 5-H; and the SW-3, the 8-S, and the 8-SP.

Palmer Has Power Take-Off

In an effort to meet the need for a power take off on a marine engine to drive auxiliary equipment, Palmer Engine Company of Cos Cob, Conn., has developed their P.T.O. Clutch Unit. It consists of a lever controlled, Twin Disc Clutch mounted on a special front end housing that is bolted directly to the fly wheel housing.

The unit is designed to be used in connection with Palmer models IH-240, 120 hp. and IH-264, 135 hp. It has a capacity of 27 hp. at the shaft. The Palmer P.T.O. Clutch should prove useful on lobster boats, small draggers, shrimpers, and menhaden boats for operating winches, pumps, blowers and large auxiliary generators.

Burmeister & Wain Service Extended

Announcement has been made of a new addition to the world-wide service facilities of Burmeister & Wain. An agreement has been reached with Golten Marine Co. Inc., New York, N. Y., to the effect that Golten Marine shall act as "B&W licensed repair shop and approved spare parts supplier," for New York and other Eastern Seaboard ports.

Golten Marine has recently expanded and moved into new premises in N. Y. Under the agreement, the company shall be able to repair Burmeister & Wain main and auxiliary engines and manufacture spare parts for the engines in accordance with original Burmeister & Wain drawings and be advised by their technical staff. The activities will be carried out in close cooperation with the subsidiary company in the U. S., Burmeister & Wain American Corporation, Mystic, Conn., and their branch office in N. Y.

Bendix Near Sighted Radar

Bendix Marine, 8211 Lankershim Blvd., North Hollywood, Cal., is now in production of the new model MR-3S short range radar that sees as close as 60 feet. Similar in appearance to the long range model, the new unit has a maximum range of 10-miles, and intermediate range scales of 5, 2, 1, and $\frac{1}{2}$ miles with presentation on a 10-inch aluminized tube.

Designed primarily for close-in coastal usage and harbor navigation, the new Bendix radar can be used for docking under zero-zero fog conditions. Power consumption is less than 500 watts of 110 volt 60 cycle current.

A contributing factor to their use on small boats is the compactness of the two units comprising the system; the indicator console installed in the pilot house and the antenna. The indicator weighs 115 pounds and the antenna 104 pounds. A multi-strand cable connects the two in order to eliminate the complexity of waveguides or other plumbing between the antenna and indicator.

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BOAT CATCHES

For Month of March

Hailing fares. Figure after name indicates number of trips.

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Adventurer (4)	60,400	Libby (2)	24,000
Agda W. (2)	5,900	Lorraine III (2)	16,800
Aithed (4)	43,200	Louis A. Thebaud (3)	54,000
Anastasia E. (3)	40,400	Lubenray (2)	33,300
Annie Louise (2)	16,000		
Annie M. Jackson (3)	48,200	Major J. Casey (3)	47,600
Barbara M. (4)	73,000	Malvina B. (2)	29,000
Capt. Bill II (3)	54,300	Marie & Katherine (2)	22,500
Carl Henry (2)	29,500	Mary E. D'Eon (1)	18,800
Carol & Estelle (3)	48,500	Mary J. Landry (2)	32,500
Catherine & Mary (3)	61,800	Mary Tapper (3)	54,500
Charles E. Beckman (3)	30,600	Midway (3)	80,300
Christina J. (1)	24,500	Miriana A. (4)	114,900
Christine & Dan (3)	44,300	Molly & Jane (3)	44,100
Comber (3)	32,300	Monte Carlo (1)	30,000
Connie F. (3)	64,800	Nancy L. (1)	16,000
Edith L. Hudgins (1)	10,600	New England (1)	5,000
Elizabeth Ann (1)	7,300	Pauline H. (4)	282,700
Eugene H. (3)	47,600	Phyllis J. (1)	10,500
Falcon (2)	44,900	Porpoise (2)	33,300
Falcon (N.Y.) (1)	6,500	Richard Lance (2)	35,500
Flamingo (1)	2,500	Roberta Anne (3)	75,000
Friendship (2)	38,600	Robert Joseph (3)	52,700
Gannet (2)	58,900	Rosalie F. (2)	48,500
Growler (3)	50,700	Rosemarie V. (1)	14,200
Harmony (4)	58,300	Rush (3)	48,000
Hope II (2)	42,400	Shannon (4)	56,300
Invasion (4)	97,500	Sharon Louise (3)	68,100
Ivanhoe (1)	10,700	Smilyn (2)	28,700
Jacintha (2)	81,900	Solveig J. (2)	99,000
Janet & Jean (3)	51,000	Stanley B. Butler (2)	95,000
John G. Murley (2)	100,500	Sunbeam (2)	33,500
Julia DaCruz (2)	20,500		
Katie D. (3)	135,900	Theresa & Jean (3)	55,500
Laura A. II (3)	56,000	Venture I (3)	51,100
		Viking (2)	83,900
		Villa-Riall (2)	37,000
		Whaler (3)	35,800
			75,500

Scallop Landings (Lbs.)

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Adele K. (2)	13,500		
Aloha (2)	22,000	Lauren Fay (3)	33,400
Alpar (1)	11,000	Lillian B. (1)	7,000
Amelia (2)	18,200	Linus S. Eldridge (2)	23,200
Babe Sears (2)	16,600	Louise (2)	22,400
Baltic (2)	33,400		
Barbara & Gail (2)	21,000	Malene & Marie (2)	19,800
B. Estelle Burke (1)	11,000	Mary Ann (2)	21,500
Bobbie & Harvey (1)	2,700	Mary J. Hayes (2)	17,000
Brant (1)	8,000	Moonlight (3)	24,400
Bright Star (2)	22,500	New Bedford (2)	23,000
Camden (2)	22,200	Newfoundland (2)	20,700
Catherine B. (2)	21,400	Noreen (2)	20,800
Catherine C. (2)	17,000	Pearl Harbor (2)	21,900
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Clipper (3)	33,200	Polaris (2)	20,000
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Debbie Jo-Ann (2)	22,000	Ruth-Moses (2)	20,500
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Geraldine (3)	33,400	Wamsutta (3)	19,500
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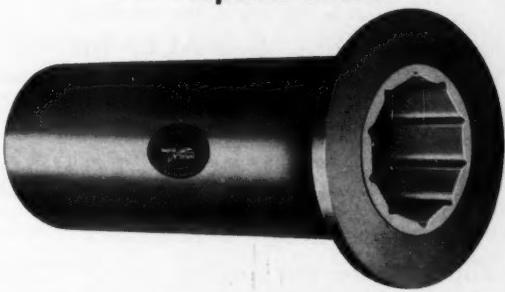
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B. Estelle Burke (1)	10,100
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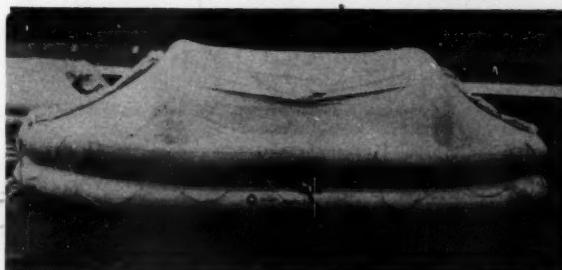
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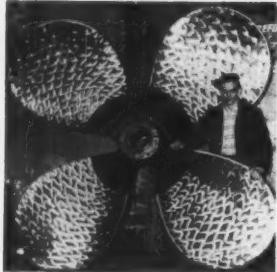
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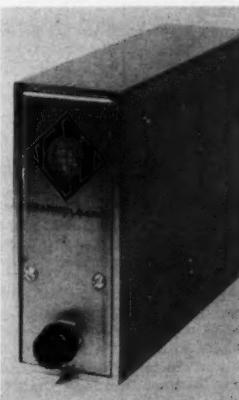
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Jabco Pump Co., 2031 N. Lincoln St., Burbank, Calif.

Sudbury Laboratory, South Sudbury, Mass.

RADAR

Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.

Decca Radar Inc., 539 West 25th St., New York 1, N. Y.

Edo Corporation, College Point, L. I. N. Y.

Lavoie Laboratories, Inc., Morganville 16, N. J.

Radiomarine Products, a Division of RCA, 75

Varick St., New York 13, N. Y.

RADIO MONITORS

Sesco, Inc., 47 Nichols Ave., Friday Harbor, Wash.

RADIO TELEPHONES

Applied Electronics Co., Inc., 213 E. Grand Ave., South San Francisco, Calif.

Bludworth Marine, 92 Gold St., New York 38, N. Y.

Hudson American—Div. of Vocaline Company of America, Inc., Old Saybrook, Conn. Radiomarine Products, a Division of RCA, 75 Varick St., New York 13, N. Y.

RANGES—Galleys

"Shipmate"—Shipmate Stove Division, Souderton, Pa.

"Shipmate" and "Webbperfection" — Elisha Webb & Son Co., 136 S. Front St., Philadelphia 6, Pa.

Harry C. Weiskittel Co., Inc., 4901 Pulaski Highway, Baltimore 24, Md.

REDUCTION GEARS

Auto Engine Works, Inc., 333(A) North Hamline Ave., St. Paul 4, Minn.

Paragon Gear Works, Inc., 628 Cushman St., Taunton, Mass.

Snow-Nabstdt Gear Corp., Welton St., Hamden, Conn.

Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

The Walter Machine Co., Inc., 84 Cambridge Ave., Jersey City 7, N. J.

RUST PREVENTIVES

Sudbury Laboratory, South Sudbury, Mass.

SEARCHLIGHTS

The Carlisle & Finch Co., 4562 W. Mitchell Ave., Cincinnati 32, Ohio

SHIPBUILDERS

Blount Marine Corp., Warren, Rhode Island.

Diesel Engine Sales Inc., St. Augustine, Fla.

Diesel Engine Sales of Ft. Myers, Fla., Inc., 2909 Frierson, Ft. Myers, Fla.

Harvey F. Gamage, So. Bristol, Maine.

Gladding-Hearn Shipbuilding Corp., 1 Riverside Ave., Somerset, Mass.

Story Marine Railway, 257 Front St., So. Portland, Me.

SILENCERS

The Maxim Silencer Co., 126 Homestead Ave., Hartford, Conn.

STARTING FLUID

Spray Products Corp., P. O. Box 844, Camden 1, N. J.

STERN BEARINGS

Byron Jackson Tools, Inc. 1900 E. 65th St., Los Angeles 1, Calif.

"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.

TRAWL CABLE METERS

Olympic Instrument Laboratories, Vashon, Wash.

TWINE

Brownell & Co., Inc., Moodus, Conn.

Columbian Rope Co., Auburn, N. Y.

Ross-Matthews Corp., Box 1110, Fall River, Mass.

V-BELTS

Flexible Steel Lacing Co., 4683 Lexington St., Chicago 44, Ill.

VOLTAGE REGULATORS

Safety Industries, Inc., Box 904, New Haven 4, Conn.

WINCHES

Hancock Marine, 1567 No. Main St., Fall River, Mass.

Hathaway Machinery Co., Inc., New Bedford, Mass.

Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

WIRE ROPE

American Steel & Wire Division, United States Steel, Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio.

Hackensack Cable Corp., 110 Orchard St., Hackensack, N. J.

John A. Roebling's Sons Co., Trenton 2, N. J.

Wickwire Spencer Steel Division of The Colorado Fuel & Iron Corp., Palmer, Mass.

FOREIGN BAILINGS

BOUNTY FOR DOGFISH livers to be paid by Canadian Government. As a result of pressure from fishing organizations, the Canadian Government has provided C\$130,000 in special bounties to aid in the elimination of the dogfish.

The dogfish has been increasingly causing heavy losses of food fish and nets. Fishermen will receive 10¢ per pound for dogfish livers delivered to processing plants in Vancouver or Prince Rupert.

The Federal Dept. of Fisheries will also charter 5 trawlers to help eliminate the menace. The Fisheries Association of British Columbia has announced that an annual kill of at least 30,000 tons must be made.

FOR FREEZING FISH and fish fillets in tunnels and for their storage in the hold, the new Russian trawlers are equipped with a two-stage ammonia plant. The plant is designated for the freezing of 20 metric tons of fish fillets and 10 tons of fish at an evaporation temperature of -40 degrees F., within 24 hours and for storage of the frozen fish at an air temperature of -0.4 degrees F. in the hold.

The plant is made of 3 two-stage ammonia V compressors with 4 cylinders. Freezing occurs in 2 tunnels in which air is blown by fans. The air passes at first through the direct expansion batteries. The fish is placed in the tunnels, and loaded into lockers.

Every tunnel is designed for 4 lockers, in each of which 900-1,000 pounds of fish may be loaded. Four hours are necessary for freezing and intervals between loadings are 15 minutes.

JAPANESE-RUSSIAN CONFERENCE

releases salmon and king crab catches. The third Japan-U.S.S.R. conference on northwest Pacific fisheries published figures on the 1958 salmon and king crab catches of both nations. Japan's salmon fisheries took a total of 181,854 metric tons of all salmon species, while the Soviet Far East catch was 73,000 tons.

The catch for the Soviets is reportedly the lowest in 25 years, and less than half of 1957. The decline was especially great in Kamchatka.

Japanese cannery vessels took 9,958,000 king crabs and met their production target of 320,000 cases of canned crab. The Russian fleets packed only 340,000 cases out of a planned 480,000, and the two fleets left the fishing grounds early because of poor catches.

USE OF REFRIGERATED SEA WATER for the preservation of fish can now be adapted to small fishing vessels. A Fisheries Research Bureau of Canada report describes installations in two steel vessels built in British Columbia during 1958.

In their construction the engineering staff of the Board's technological station at Vancouver worked in collaboration with a naval architect and shipbuilders to develop over-all plans and equipment layouts which give the vessels considerable versatility.

Most important of the new features of one of the vessels was the installation of double-walled steel tanks for preserving fish without reducing its normal hold capacity.

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BOAT & GEAR MART

Classified Advertising Rates: \$1.00 per line, \$5.00 minimum charge. Count 9 words to a line. Closing date, 25th. National Fisherman, Gorham, N. H.

FOR SALE

Cruisers, draggers, auxiliaries—all types and sizes. If you are in the market for anything in that line, please write us—no inquiry too small to merit attention. KNOX MARINE EXCHANGE, INC., CAMDEN, MAINE.

BOATS AND SHIPS FOR SALE AND CHARTER

Purse seiners, draggers, trollers, freezer vessels, tugs, barges, water taxis, cargo ships, tankers, passenger ships, dredges, yachts, surplus type vessels and used marine equipment. World-wide contacts. JERRY'S BOAT SALES, 310 West 7th St., San Pedro, Calif.

FOR SALE

Rebuilt 6-71 G.M. with 1.5-1 reduction \$2600.00. 6-71 G.M. with 4.38-1 Twin Disc reverse and reduction gear, 3-71 G.M. with 1.5-1 reduction. Other units including 6-110 and 4-71 available. Write for complete list. Western Branch Diesel, Inc., West Norfolk, Va.

"SEA COAST" FOR SALE

Oyster boat "Sea Coast" 83.6 x 22.2 x 7.9. Main engine 9 1/4 x 14 4-cycle Wolverine; auxiliary Diesel set; Sperry compass pilot; hot water heat; built-in electric refrigerator; lots of bunk space; copper sheathing; Monel shaft; 4-blade wheel. Sea Coast Oyster Co., New Haven, Conn.

FOR SALE

42' x 12'8" x 5' dragger *Nora S.* hand designed, built 1948, excellent condition. Radiotelephone, direction finder, depth recorder, GM 6-71, 2:1 reduction, dual controls at winch. Price \$12,000. R. Bickford, R. F. D. 5, Northport, L. I., N. Y. ANDrew 1-7399.

FOR SALE

53' x 17' x 5 1/2' Party Boat used during World War II as salvage tender for Maritime Commission at Norfolk, Va. Steamboat-inspected to carry 42 passengers for hire coastwise. Large deck space, deep wide hold space with large hatches. Complete galley with sleeping accommodations for six. 6-71 GM Diesel in excellent condition; 600 gal. fuel capacity; 400 gal. fresh water, 35 watt radio, telephone, Bendix depth sounder, Raytheon Fathometer, Cadet White automatic pilot, APN-4 Loran, sonar, Spring overhauled and ready for party fishing - \$9,000. Call or write Eddie Brex, R. F. D. #1, Ocean City, Md. Phone Atlantic 9-7234.

SEA MULE MOTOR

141 hp. never used, swings 48" wheel, 9 to 1 reduction \$750 to first buyer. BLOWERS 4" explosion proof 6-12-24 and 32 volt brand new \$12 SIGNAL FLAGS, new, set of 40 flags \$50 size #4 for large boats. Washington K.D. Boat Co., Auburn, Wash.

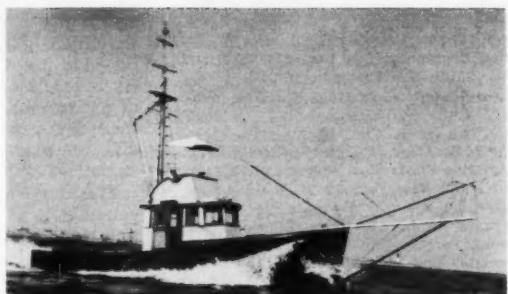
FOR SALE

Brand new 16/0 14/0 Penn Senator game fish reel. 600 yds. 54 thread twisted non kinking Patcuthyunk Irish Linen Double build heavy fish pole. Also a Primus kerosene cook stove, Swedish made. Capt. Dee, 251 W. 20th St., New York 11, N. Y. CH 2-9741.

GOVERNMENT SURPLUS EQUIPMENT LIST

Buy surplus direct from Government at tremendous savings. Boats, motors, gear, machinery, power tools, truck jeep, hundreds others. List \$1.00. Surplus Bulletin, Box 169NAE, East Hartford 8, Conn.

FOR SALE



Raised deck cruiser sport fisherman, 38' long, 11'6" beam, 3'7 1/2" draft, wood. Two new, one year ago, Knight Nordberg engines. Will be in commission in about 6 weeks, ready for demonstration. One Mystic Model Lathrop 175 hp., in A-1 condition. Engine new in 1956, price \$1,000. Salt Pond Marine Railway, East Matunuck, R. I.

FOR SALE

Cabin Cruiser Fishing Boat, 40' x 12' x 3'. Fish hold capacity 10,000, with 165 G.M. Diesel, 32 Volt Radio Tel., 100 Fath. Bendix Recorder. Call or write, Frank Firicano, 33 Hinckley St., Somerville, Mass. Tel. SO 6-4383. No reasonable offer refused.

FOR SALE

Rebuilt Marine Engines with new cylinder block assemblies: Chris Craft "95" \$400, Chris Craft "130" \$575, Chrysler Crown "125" \$500, Chrysler Royal "165" \$575, Gray 4-52 \$375. Other rebuilds: Flagship "100" \$350, Lehman Lincoln V8 \$400, Lehman Ford V8 \$300, Gray 4-45 \$275, Chris Craft "160" \$375. New surplus cylinder blocks, manifolds, parts for marine engines. Atlantic Engines, 741 S. Ocean Ave., Freeport, N. Y. 8-0583.

FOR SALE

EXTRA, EXTRA, *Morning Star* 50 foot workboat and dragger easily converted to party boat. GM Diesel, model 6-71, very good condition (boat and motor). Must sell best offer. Call Brooklyn, N. Y. Cl 8-0853.

DRAGGER "JACK" FOR SALE

39' x 12' x 3'6", 4 cylinder Gray Diesel, 2-1 reduction. Boat and equipment in First Class condition, now in full operation. Price \$6,000. Call SE 3-6551 or write to D'Intino Bros. Fishery, Sea Isle City, N. J.

FOR SALE

145 hp. CHRYSLER ROYALS, 2:1 reduction, Unused, Surplus. \$650.00. LCM: 50' x 14', steel, 2 G.M. 671 Diesels. \$6,750. DECK BARGE: Steel, 110' x 30' x 8', 1944. BOAT MOVING & HAULING CRANE: Carry up to 36' & 25 tons. Pneumatic tires \$2,950. EVEREADY SUPPLY, Bridgeport, Conn.

FOR SALE

World War II subchaser *Lynn II* 110' x 19' x 7' twin screw Burmeister & Wain 180 HP engines practically new. Fully equipped with radio telephone, direction finder, radar. Two large holds, one refrigerated. Hull and all equipment excellent condition. Formerly dragger and scalloper converted to cargo. Easily reconverted to fishing. Selling due insufficient cargo work. Perry B. Duryea & Son, Inc., Montauk, L. I., N. Y. MO8-2410.

HULL "ANTONINA" FOR SALE

66' long x 16. Very reasonable. Call New Bedford, Mass. WYman 2-1722 or WYman 2-9663.

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And the fleet is headed home . . .
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As they breast the briny foam . . .

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A place on every shore;
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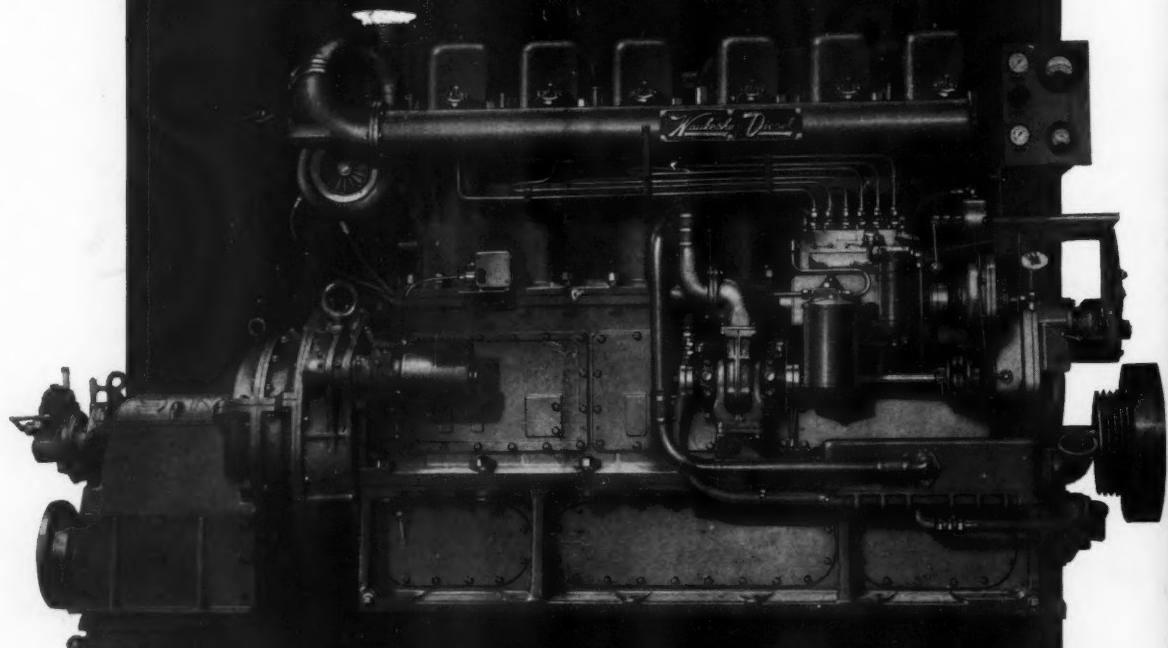
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Materials, design and operating characteristics are the result of Waukesha's more than fifty years' experience in building fine engines. For honest, profitable, reliable power you cannot buy a better marine engine! *Send for descriptive Bulletin 1721.*

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